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62- HQ-83894
SERIALS 101-130
SECTION 3
62-HQ-83894-3

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STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: September 4, 1947

FROM : SAC, San Francisco

AIRMAIL
SPECIAL DELIVERY

SUBJECT: REPORTS OF FLYING DISCS

Enclosed is a copy of a letter dated August 25, 1947, with attachment from Lt. Col. DONALD L. SPRINGER of A-2, Hamilton Field, California. Even though Col. SPRINGER feels that Mr. JOHNSON may have read some of his claims in a newspaper, Col. SPRINGER believes that Mr. F. M. JOHNSON should be interviewed in this matter.

In accordance with Bureau Bulletin No. 42, dated July 30, 1947, Portland is requested to exhaustively interview Mr. F. M. JOHNSON, 106 N.W. First Ave., Portland, Oregon, regarding his alleged sighting of a "flying disc" on June 24, 1947. Copies of the result of this interview should be furnished the San Francisco Field Office for distribution to the 6th Army Intelligence.

DWK:MR
Encls. 2
62-2938

cc Portland (Encls. 4) - AMSD

Info to Major Carlin M/D

RECORDED
INDEXED
135

62-83894
F B I

31 SEP 23 1947

EX-83

R-344

OCT 3 1947

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Authority:
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~~CONFIDENTIAL~~

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA 25 August 1947

SUBJECT: Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Federal Office Building, Room 422, San Francisco, Calif.

1. The attached true copy of a letter from Mr. F. M. Johnson was received by this officer 22 August 1947.

2. Your attention is invited to the similarity between Arnold's early report and this gentleman's report. A possibility exists that Mr. Johnson might have read some of this in the newspapers when Arnold was publicized re this matter.

3. This headquarters does not intend to investigate this incident. It is requested that a result of any interview you may make be furnished this headquarters.

1 Incl: (dup) Neid
Ltr fr F.M.Johnson
(True Cy)

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPT. OF JUSTICE
AUG 27 1947
SAN FRANCISCO
ROUTED TO

62-83894-101

ENCLOSURE

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

PORTLAND, OREGON, August 20th 1947

Lt. Col. Donald L. Springer, Assistant Staff

Sir. Saw in the portland paper a short time ago in regards to an article in regards to the so called flying disc having any basis of fact. I can say am a prospector and was in the Mt Adams district on June 24th the day Kennet Arnold of Boise Idaho claims he saw a formation of flying disc. And i saw the same flying objects at about the same time. Having a telescope with me at the time i can asure you they are real and noting like them I ever saw before they did not pass verry high over where I was standing at the the time. plobly 1000 ft. they were Round about 30 foot in dimater tapering sharply to a point in the head end in an oval shape. with a bright top surface. I did not hear any noise as you would from a plane. But there was an object in the tail end looked like a big hand of a clock shifting from side to side like a big magenet. There speed as far as i know seemed to be greater than anything I ever saw. Last veiw I got of the objects they were standing on edge Banking in a Cloud.

Yours Respectfully

/s/ F. M. Johnson
106 No. West 1st Ave
Portland, Oregon

A TRUE COPY:

Donald L. Springer
DONALD L. SPRINGER,
Lt. Colonel, GSC,
AC of S, A-2

2

ENCLOSURE

62-83894-101

FBI
U.S.D.
AUG 27 1947
SAN
ROUTED TO

~~CONFIDENTIAL~~

STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

TO : Director, FBI
Atten: Assistant Director D. M. LADD

DATE: September 4, 1937

FROM : SAC, San Francisco

AIRMAIL

SUBJECT: REPORTS OF FLYING DISCS

Enclosed for your information are copies of two letters from Lt. Col. DONALD L. SPRINGER of A-2, Hamilton Field, California, dated August 27, 1947, with attachments reporting the sighting of "flying discs" on Guam, and result of A-2 investigation at Tacoma and Kelso, Washington.

DWK:MR
62-2938

ENCLOSURE ATTACHED

162-83894-112

FBI

36 SEP 24 1947

RECORDED

EX-37

ENCLOSURE BEHIND FILE

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270 NOV 18 1964

12 EX-37

53 OCT 3 1947

344

~~SECRET~~

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

27 August 1947

62-2938*

SUBJECT: Re Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Federal Office Building, Room 422, San Francisco, California.

1. Following is extract from the Weekly Intelligence Summary, Air Transport Command, Washington 25, D. C., dated 20 August 1947, Copy No. 120, Article I, pg 1:

"FLYING OBJECTS IN GUAM: Unidentified flying objects have been observed by three American enlisted men of the 147th Airways and Air Communications Service Squadron at Harmon Field, Guam. The men report that at 1040 hours on 14 August 1947 the two objects, which they describe as small, crescent shaped and traveling at a speed twice that of a fighter plane, passed over them on a zig-zag course in a westerly direction at an approximate altitude of twelve hundred feet. The objects disappeared into clouds and a few seconds later a similar object possibly one of those previously observed, emerged from the clouds and proceeded west. No further details have been reported."

2. For your information.

Donald L. Springer
DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

~~SECRET~~

ENCLOSURE

62-83894-102

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Federal Office Building, Room 422, San Francisco, California.

Attached summary forwarded for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Summary of Information.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
AUG 30 1947
SAN FRANCISCO
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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Seattle, Washington.

Attached summary forwarded for your information.

1 Incl:
Summary of Information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
SEP 2 2 1947
SAN FRANCISCO FIELD OFFICE
RECEIVED TO

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

COPY
AIR RESCUE SERVICE
DETACHMENT 8 (62d AAF BU)
McChord Field, Tacoma, Washington

4 August 1947

SUBJECT: Final Mission Report

TO: Commanding Officer
Air Rescue Service
MacDill Field, Florida

1. MISSION NUMBER Thirty-Nine.

2. NATURE.

a. At 0400 PST, 1 August 47, ARMY FLIGHT SERVICE notified this detachment that a plane had been seen to crash and burn thirteen (13) miles south of KELSO, Washington (46°8'N, 122°55'W).

3. ACTION TAKEN

a. 1 Aug 47. At 04:30 PST, AFS received information from Mr. O. C. Clark, local sheriff of KELSO, Wash., that the scene of the crash was fifteen (15) to twenty (20) miles east of KELSO in the vicinity of COBLE CREEK. The KELSO Chief of Police saw an aircraft fly low over the town, then crash and burn to the east. The time was about 0236 PST. A check of aircraft known to be in the vicinity revealed that B-25 #1316 had departed MCCHORD FIELD at 0212 PST for HAMILTON FIELD, California. The weather was reported as CFR. A full moon made visibility exceptionally good. The pilot's name was CAPT. W. C. DAVIDSON; the plane carried three (3) additional persons. The Base Operations Officer and Base PIO were notified. This detachment began organizing a ground party of base personnel to supplement that being formed by the KELSO Chief of Police. At 0500 PST information was received from KELSO by AFS that ground fog in the valleys at the scene of the crash was preventing a ground party from locating the plane. Since no communication had been received from B-25 #1316, it was assumed that it was the plane reported as crashed. ARS C-47 was pre-flighted to transport the Army ground party to KELSO but a check of the field conditions there deemed it advisable to use a smaller aircraft. Of the two C-45s available, one belonging to AFS was unserviced after a night flight; the other, belonging to AACS, was readied even though a responsible officer of that organization was not present to authorize the flight. Fog at KELSO prevented take-off until 0700 PST. The ground party, led by CAPT. W. L. LITTRELL and CAPT. T. H. FORSBERG, consisted of six men including a medical technician and a photographer. At 0600 PST, the KELSO Chief of Police notified AFS that a passenger of the crashed airplane was in his office and had confirmed

62-83894-102 ENCLOSURE

~~CONFIDENTIAL~~

Incl #8

Subject: Final Mission Report 4 August 1947

The belief that the crash was that of the unreported B-25. The Passenger, Sgt. E. L. TAFF, of FT. LAWTON, SEATTLE, was uninjured, but reported that the crew chief, T/Sgt. W. D. MATHEWS, was at a farm house near the scene of the crash and was injured. Sgt. TAFF then led an ambulance to Sgt. MATHEWS who was subsequently taken to a local hospital. At 0610 PST an attempt was made to telephone Sq. B at HAMILTON FIELD but no answer was received; however, it was known that HAMILTON AFS was aware of the incident and would notify Sq. B. At 0700 PST Capt. LITTRELL departed in a C-45 for KELSO. At 0745 PST Sq B was contacted by phone and given a flash report. At 0905 PST CAPT LITTRELL phoned and informed that he had placed CAPTAIN FORSBERG in charge of Army personnel proceeding to the scene of the crash. No aerial search was necessary as civilians in the area knew the exact location of the crash and had reported finding one (1) body in the wreckage. CAPT. LITTRELL prepared to fly Sgt's TAFF and MATHEWS to MCCHORD FIELD for medical attention, arriving at 0945 PST. The survivors stated that they believed neither the pilot nor co-pilot has parachuted from the plane. The cause of the incident was at this time determined to be a fire in the left engine. CAPT LITTRELL was informed by Sgt. TAFF that he believed classified documents had been aboard the plane; CAPT FORSBERG was instructed to take necessary precautions. An ambulance met the plane at MCCHORD FIELD carrying the two survivors and took them to the hospital. Interrogation revealed that the left engine had caught fire in the power section and flames and smoke had spread to the flight deck almost immediately. The crew chief, MATHEWS, assisted TAFF in attaching his chest pack and TAFF abandoned the plane at an estimated altitude of 10,000 ft (this fact is doubted but is not considered necessarily relevant). MATHEWS helped the pilot and co-pilot attach their chest packs (all personnel had been wearing the harness) and as he left the plane was aware that the co-pilot was preparing to follow. The pilot had started to leave and, to the best recollection of MATHEWS, was partially standing and holding the control wheel with his left hand. MATHEW'S statements indicate that proper emergency procedures had been performed but that the flames had enveloped the entire left side almost immediately. TAFF stated that, because of the full moon and good visibility, he saw MATHEWS leave the plane and was able to follow the plane to the ground and that he saw no one else bail out. The ship was enveloped in flames and was beginning to fall apart before hitting the ground where it exploded and burned about one (1) mile from where he, TAFF, landed. He lit in a tree, and not knowing how to release his parachute of the quick-detachable kind, cut himself loose from the harness with his pocket knife. He kicked and struggled and eventually jumped to the ground, receiving a jolt on impact but was unable to guess how far he had fallen. He then followed a cow path for an estimated two (2) miles to a farm house, arriving after MATHEWS. Meanwhile, as MATHEWS cleared the plane he turned and saw the plane strike the ground, explode and burn. Just before or just at the time of impact he saw an object afire thrown clear of the plane but did not know whether it was a person or part of the plane. MATHEWS also lit in a tree, and after freeing himself from his harness, fell to the ground where he injured his back. He lost consciousness and on recovering went to the burning plane, about fifty

(50) yards away. Flares were going off and he thought best to leave the scene. He heard a stream nearby and followed it until he came to a house and aroused the occupants. Soon TAFF arrived at the same house and, being uninjured, was driven into town. Then he led an ambulance to effect transportation of MATHEWS to a hospital. Meanwhile, civilians reached the scene of the crash where they found one body. At 0930 PST, a message from Sq B informed that top secret material was in the navigators kit and to request Commanding Officer MCCHORD FIELD to expedite all available information to Commanding Officer HAMILTON FIELD. Meanwhile, CAPT FORSBERG and four (4) enlisted men departed KELSO at 0830 PST for scene of the crash. They were transported by the WASHINGTON STATE POLICE who knew the exact location of the plane (46°09'N - 122°43'W). The ground party determined upon arrival at the scene, that two (2) bodies were in the wreckage. Indications led to the belief that the co-pilot was afire when he left the plane an instant before impact. The pilot's remains were found in the wreckage. Preliminary investigation by CAPT FORSBERG disclosed the planes left wing about one hundred twenty-five (125) yards from the widely scattered portions of the plane. The left wing was intact and had apparently torn off just outboard of the left engine before impact. The forward portion of the wing stub was melted but the rear two thirds indicated that it had ripped loose from the inboard section of the wing. The wing leading edge was undamaged. The navigation and landing lights were unbroken. The aileron was undamaged but the flap section was crushed, leading to the belief that the wing struck the tail section. From these indications it is believed the wing ripped from the airplane just after MATHEWS abandoned the plane. The resulting spin thus prevented the remaining crew members from bailing out although the co-pilot may have been in the hatch. A few civilians were in the area when CAPT FORSBERG arrived and he took precautions to prevent them from disturbing the wreckage. At 1157 PST CAPT LITTRELL flew CAPT RICE, M. C., to KELSO. An ambulance dispatched from MCCHORD FIELD, met them at KELSO, and was led to the scene of the crash by the STATE POLICE. The bodies were recovered and transported in the ambulance to MCCHORD FIELD. CAPT LITTRELL returned to MCCHORD FIELD where camping equipment was prepared to be dropped to the ground party. CAPT LITTRELL, made a successful drop at dusk by sighting on a signal fire. The ground party set up camp at the wreckage scene to act as guard and to investigate further the following day. They were relieved of responsibility of all recovered documents by a CIC agent who had arrived about 1800 PST.

b. 2 Aug 47. The ground party remained at the scene of the crash pending official securing of the incident. No aerial activity.

c. 3 Aug 47. MCCHORD FIELD Operations Officer departed at 1000 PST to investigate the accident and to relieve CAPT FORSBERG, who returned at 1600 PST. Incident closed.

COPY

Subject: Final Mission Report 4 August 1947

5. STATISTICAL SUMMARY

a. GROUND ACTIVITY

(1) Total man hours by ARS Personnel in field 72

(2) Total man hours by other Army Personnel (estimate) 300

(3) Total man hours by civilian personnel (est) 150

(4) No. of miles driven by Army Vehicles 500

b. AERIAL ACTIVITY

(1) Total No. of sorties flown 3

(2) Total hours flown by Army aircraft 6

c. LOCAL PURCHASES

(1) None

6. COMMENTS

a. Cooperation received from all civilian agencies concerned was complete and excellent.

7. RECOMMENDATIONS

a. None.

ROBERT H. MASONHEIMER
Captain, Air Corps
Commanding Officer

1 Incl:
1-Photographs

~~CONFIDENTIAL~~

HEADQUARTERS FOURTH AIR FORCE

Office of the Assistant Chief of Staff, A-2
Intelligence

Hamilton Field, California

TITLE Investigation of Flying Disc

INVESTIGATION MADE AT Tacoma and Kelso, Washington

CONTROLLING OFFICE Air Defense Command, Mitchel Field

FILE NO. 4AF -1208-I

PERIOD COVERED 31 July through 7 August 1947

CASE CLASSIFICATION Incident

DATE 12 August 1947

STATUS OF CASE Pending

REASON FOR INVESTIGATION: Investigation initiated at the request of Air Defense Command, reference ltr Hq ADC, dtd 7 Jul 47, file D333.5ID, subj: Investigation of Flying Disc.

SYNOPSIS:

On 31 July 47, Mr. Arnold, Aviation Editor of the Idaho Daily Statesman, telephoned Lt. Brown requesting he return to Tacoma because Arnold believed he had some very vital information on the flying disc.

Lt. Brown and Capt. Davidson interviewed a Mr. Fred L. Crisman and a Mr. Harold A. Dahl, along with Capt. Smith of the United Air Lines, and Mr. Arnold, at the Winthrop Hotel in Tacoma, Washington, on the night of 31 July 1947.

The summary of their interrogation and findings was related to Major Sander, Public Information Officer, McChord Field, by Mr. Arnold and Capt. Smith. Major Sander retold the results of the investigation to this officer from his notes.

Mr. Dahl and Mr. Crisman were not available for interview while this officer was in that area, although every effort was made to contact them.

Further investigation of this particular incident was left with Mr. Brady, Resident Agent, FBI, Tacoma, Washington.

It was apparent from newspaper clippings, telephone calls to this officer, and conversations with Major Sander, that a United Press correspondent, of the Tacoma Times, was instrumental in keeping this case alive. This officer and Major Sander, although quoted many times in the press, did not discuss this matter with the press during the period of this report.

The anonymous mystery caller in Tacoma could possibly be Mr. Crisman.

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APPROVED:

Donald L. Springer

DONALD L. SPRINGER, Lt. Colonel, GSC
AC of S, A-2

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
AUG 30 1947
SAN FRANCISCO, CALIFORNIA
ROUTED TO

62-83894-102
ENCLOSURE

W. D., P. M. G. Form No. 110
1 April 1944
(This form supersedes W. D., O. C. S. Form No. 19, which will not be used upon receipt of this revision)

~~CONFIDENTIAL~~

DETAILS:

1. During the afternoon of 31 July 47, Mr. Arnold, Aviation Editor of the Idaho Daily Statesman, telephoned Lt Brown, CIC Sub-Detachment Commander at Headquarters Fourth Air Force, and stated in substance: That he, Arnold, and Capt Smith had arrived in Tacoma to investigate the purported flying disc explosion on a surface craft on 21 June 47. This investigation was requested and financed by a Mr. R. A. Palmer of the Venture Press, 305 Studio Bldg., 1718 Sherman Avenue, Evanston, Illinois.

AGENT'S NOTE: See Inclosure 1 and Inclosure 2. The signature to Inclosure 2, Mr. Dave Johnson, is that of the editor of the Idaho Daily Statesman. Mr. Johnson is a former Army Air Force officer and from all indications is a very patriotic American. On the receipt of Inclosure 2 at Headquarters Fourth Air Force, this officer requested the San Francisco FBI Office to check the Chicago FBI Office for R. A. Palmer and the Venture Press. The return answer, by telephone, was to the effect that the Chicago indices of the FBI, the Chicago Police, and Credit Bureau had no record on R. A. Palmer or the Venture Press.

2. Lt Brown and Capt Davidson arrived at McChord Field during the afternoon of 31 July 47. They changed from their uniforms to civilian clothing in the aircraft and, on being queried by Operations as to why they desired transportation to Tacoma, they replied they were to make a speech.

AGENT'S NOTE: This was in compliance with par 4, ltr fr Hq ADC, File B333.51D, 7 Jul 47, subj: Investigation of Flying Disc.

According to Major George Sander, Public Information Officer, McChord Field, The Tacoma Times received an anonymous telephone call that Arnold and Smith were present in the Winthrop Hotel for the purpose of conducting an investigation on the flying disc. The Tacoma Times checked and found this to be true, much to Arnold's and Smith's surprise. Lt Brown and Capt Davidson did interview Mr. Harold A. Dahl, Mr. Fred L. Crisman, in a hotel room in the Winthrop Hotel, Tacoma, Wash., in the presence of Mr. Arnold and Capt Smith. If notes were taken of this conversation, they were destroyed in the aircraft accident. Mr. Arnold stated to Major Sander that Lt Brown obtained from Mr. Dahl and Mr. Crisman samples of an unidentified substance that were identical to those appearing in Inclosures 3 to 7. The samples pictured in Inclosures 5 to 7 were taken by Mr. Arnold from the same box that Dahl and Crisman offered Lt. Brown and from which he obtained his samples. T/Sgt Matthews, Crew Chief on the wrecked aircraft, upon being interrogated by this officer, stated that he placed a heavy cardboard carton in the rear compartment of the B-25 that crashed. He did not look in the box nor hear any comments from Lt Brown or Capt Davidson as to its contents.

3. The following summarizes what was related by Mr. Arnold and Capt Smith to Major Sander as to the substance of the interrogation by Lt Brown and Capt Davidson: That on 21 Jun 47 Mr. Dahl was proceeding south of Maury Island in Mr. Crisman's boat. Five flying discs came down out of the clouds and circled slowly around the bay, dropping to an estimated elevation of 500 feet. These discs appeared round and

flattened similar to a deflated automobile innertube. They were judged by Dahl to be approximately 100 feet across with a 25 foot opening in the center. The outer edge of the object had round portholes and the inner ring had square windows or portholes. The discs were silent and from his viewpoint he could see no means of propulsion. One of these discs appeared to falter and waver in the air, another of these aforementioned five discs dropped down close to the disc that appeared to waver and bumped it, dumping "tons" of the stuff as pictured in inclosure 3 to 7 on his boat, knocking off the handrail, horn, and generally damaging the boat to the extent of $200.00, and killing Dahl's dog.

AGENT'S NOTE: This officer, in the company of Major Sander, boarded the aforementioned boat where it was docked in the Tacoma harbor on 6 Aug 47. A hand rail was missing, but the area where the hand rail was previously fastened had been painted over with several coats of paint and was cracked by the weather. The deck and roof of the cabin was of a very thin construction and the cabin further had glass on the front and sides. It is this officer's opinion that if any of the objects presented by Dahl as samples of the material dropped by the flying disc had hit this boat, it would have certainly been necessary to replace the foredeck and the cabin roof. These two areas were very heavily coated with several coats of paint and had deep weather cracks that would take several seasons to acquire.

Mr. Crisman, who owns the boat and operates a shoreline water patrol for various business firms, evidently visited the area at Maury Island to check Dahl's story. He is supposed to have stated that he found the material that he presented to Lt Brown and Capt Davidson in a sand pit near where the incident was supposed to have occurred. While he, Crisman, was at the scene of the incident, a flying disc came out of the clouds and behaved in a similar manner as the ones previously described.

AGENT'S NOTE: The witnessing on two occasions, in broad daylight, of an object so large and clearly visible within several miles of the city of Tacoma certainly should have been seen and reported on by other than Dahl and Crisman. A check was made of the newspapers on and after 21 June and no mention could be found of a mysterious object appearing over the Tacoma harbor.

Mr. Crisman is supposed to have sent samples of the objects that he picked up in the Maury Island sand pit to a friend of his at the University of Chicago for an analysis report. He is reported to have not received the analysis report.

AGENT'S NOTE: It is possible that the Mr. R. A. Palmer, reference Inclosure 1 and 2, might have come across this incident through the University of Chicago.

The interrogation of Dahl and Crisman by Lt Brown was completed about midnight on 31 July/1 August. Lt Brown and Capt Davidson returned to McChord Field and prepared for a night flight to Hamilton Field. The weather was clear with a bright moon shining. They departed approximately 0200 hours and crashed at approximately 0230 hours on 1 August 1947. (See Inclosure 8).

6. On 6 August 47, this officer, in the company of Major Sander, McChord Field, and Mr. Brady, resident agent, Tacoma Federal Bureau of Investigation, attempted to

contact either Mr. Dahl or Mr. Crisman, without success. Capt Smith and Mr. Arnold departed the Tacoma area on 3 August 47, therefore, this officer did not have the opportunity of conversing with them directly.

AGENT'S NOTE: A record check was made by telephone by Mr. Brady with the Seattle Field Office, FBI, for records on Mr. Crisman and Mr. Dahl. The check on Mr. Crisman was negative. The Seattle FBI indices indicated that a Harold Dahl had been charged with two incidents of illegal wearing of the uniform and one with theft of national property. It could not be determined at the time whether Harold A. Dahl, the subject in question, and Harold Dahl of the FBI indices, was one and the same.

5. Mr. Crisman had indicated to Capt Smith, Arnold, et al, that he was a former fighter pilot and held commission as Captain in the Air Reserve.

AGENT'S NOTE: On 6 August 47, this officer checked the records of the 406th AAF BU(RT) and determined that Fred L. Crisman was registered with that Reserve Unit as Captain, Serial Number O-758951, with residence at 125 Woodland, Tacoma, Washington, Primary MOS 1054 and 1053. In 1942 he was with the Criminal Investigation Division, State of Washington, and previously had been an oil technician with the Union Pacific Railway. Crisman entered the service in 1942 as an enlisted man and served as such for seventeen months. In 1943 he was commissioned on graduation from flying school and served a total of twenty-nine months. A check of the Tacoma city directory was made on Harold A. Dahl, which indicated his home was at 3903 N. Cebe St., telephone: Proctor 7117. Business address was listed as 235 Middle Waterway; telephone: Broadway 7733.

RECOMMENDATION:

1. That no further investigation be undertaken on this specific incident by Army Air Force personnel.

2. That in view of the reported statements by Mr. Crisman, that consideration be given to revoke his Air Reserve commission and flying status as an undesirable and unreliable officer.

8 Incls:
1. Photostat, ltr fr R.A.Palmer.
2. Photostat, telegram fr Dave Johnson.
3. to 7. Photographs, Unidentified Substance.
8. Final Mission Report, Air Rescue Service.

CONFIDENTIAL

VENTURE PRESS

305 STUDIO BUILDING
1718 SHERMAN AVENUE
EVANSTON, ILLINOIS

July 22, 1947

Mr. Kenneth Arnold, 10
Boise, Idaho

Proctor 7116

Dear Mr. Arnold:

Quite obviously you have been ribbed so much you'd like to forget the flying saucers--but I'd sure like to have your personal story, your photo, pic of your plane, etc, as I asked before. And you won't be made to look silly, because there's more to this than the newspapers and the "experts" have made of it.

Besides the article, I have another proposition, You seem to get around quite a bit, and if you can make a trip to Tacoma, Washington at all feasible, I'd be willing to pay expenses plus a nice amount to make it worth your while.

I'd want you to see Mr. Harold A. Dahl, P. O. Box 154, Fern Hill Station, Tacoma, and Mr. Fred L. Crisman, owner of the Tacoma Harbor Patrol, Inc. Dahl, and two other seamen, on a patrol near Murry Island, off Tacoma, saw six discs, one in trouble, witnessed an explosion, saw falling stuff which smashed their wheelhouse and searchlight and landed on the beach. They sent me samples which Chicago U has failed to analyze. I want a picture of the beach and the stuff that landed there (about twenty tons, they said). And I want somebody who'll get the truth, to find out if these boys are on the up and up. You could do that. I hope you will. If agreeable, please write and perhaps we can talk business. I think you'd like to prove this thing too!

Anyway, I still want that article!

Sincerely yours,

R. A. Palmer

R. A Palmer

CONFIDENTIAL

WESTERN UNION

WUA41 PD

~~CONFIDENTIAL~~

BOISE IDA JULY 29 1947 255P

LT FRANK M BROWN, A-2 (RPT A-2)

OFFICE 4TH AIRFORCE HAMILTON FIELD CALIF.

VENTURE PRESS 305 STUDIO BLDG 1718 SHERMAN AVE EVANSTON ILL. RA PALMER. SENT ARNOLD $200 TO GO TO TACOMA TO INVESTIGATE FLYING DISC REPORT THERE. SUGGEST THIS OUT OF LINE FOR PRESENT PUBLIC INTEREST IN STORY AND BELIEVE AS I SUGGESTED ON YOUR VISIT HERE VENTURE PRESS SHOULD BE CHECKED

DAVE JOHNSON

305 1718 $200

308P

WESTERN UNION

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Incl #3

62-83894-102

OFFICIAL PHOTOGRAPH
U.S. ARMY AIR FORCE
401 BASE UNIT PHOTO
LABORATORY
HAMILTON FIELD, CALIFORNIA
FILE

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Incl #4

~~CONFIDENTIAL~~

Incl #5

~~CONFIDENTIAL~~

Lancl #6

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Incl #7

~~CONFIDENTIAL~~

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: 7-29-47

FROM : SAC, Boston

SUBJECT: METAL FRAGMENTS OBSERVED AT WEST RINDGE, NEW HAMPSHIRE, JULY 7, 1947
SECURITY MATTER (X)

Reference is made to Boston teletype to the Bureau dated July 18, 1947.

Dean John M. Bunker, the original informant, has advised that a spectographic examination has been completed of the metal particles referred to. They were determined to be of ordinary cast iron which had been subjected to a very high degree of heat. The heat caused scales to be formed on the cast iron which were originally thought to be of some metallic alloy.

The scientist examining the particles concluded that if they had come through the air from any great altitude in as small pieces as they were found then most of the heat would have been taken from them by the time they reached the ground and fires would not have resulted. It is noted they landed approximately 700 feet from a railroad track and inquiries were conducted by MIT to determine whether or not the particles could have been originally a part of a liner in a smoke stack or some other part of the steam engine. These inquiries resulted in positive information that the particles did not come from a train or locomotive. Measurements of the four pieces examined revealed that they had most likely been originally all part of one hollow cylinder, eight inches in diameter and three sixteenths of an inch in thickness. It was felt that one piece falling from a great height would have still retained a good part of its heat and probably would have smashed when it hit the ground.

A scientist, whom Dean Bunker did not identify by name, recalled that cast iron cylinders of similar measurements had been used in New Mexico on research work on a guided missile project. However, this unidentified scientist did not so conclude to the exclusion of all other possibilities.

CONF. INFT.

It is interesting to note that the examination at MIT was actually conducted by (b) (7)(D) who furnished the Boston Office with an informal report similar in all major details to that supplied by Dean Bunker above. The men at MIT are gathering through friends all additional pieces of the original cylinder available. These will be turned over to the Boston Office. No further examination is being conducted by MIT and no effort is being made to reconstruct the original cylinder.

Unless advised to the contrary by August 15, 1947 the Boston Office will destroy these specimens. In the interim they will be transmitted to the Bureau on specific Bureau instructions.

HANDLED BY STOP DESK

62-83894-103

F B I

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270 NOV 18 1964

EX-64

RECORDED & INDEXED

31 SEP 29 1947

55 OCT 1 1947

Disc 3

Filing

(b) (7)(D)

RECEIVED
JL 31 12 42 PM
INTERNAL SECURITY
F.B.I.
DEPT. OF JUSTICE

RECEIVED
AG 6 10 09 AM
INTERNAL SECURITY
F.B.I.
DEPT. OF JUSTICE

RECEIVED
27 2 36 PM
INTERNAL SECURITY
F.B.I.
DEPT. OF JUSTICE

7/31

It is noted that the original Boston teletype reflected that this inquiry was being treated as "secret" matter at MIT. (b) (7)(D) has advised that the comparatively small number of research scientists at MIT during the summer are all cognizant of the incident and the results of the research. However, no publicity has been given and it is not anticipated that any will result. The Bureau's interest is not known to the scientists at MIT. There has been no speculation that a guided missile originating in a foreign land landed in New Hampshire.

As indicated above, unless the Bureau requests specifically further investigative action, this case is being closed in the Boston Office.

BSG:md
100-20698

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
AUG 15 1947
TELETYPE

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

FBI BUTTE 8-15-47 5-45 PM VGW

DIRECTOR, FBI URGENT

FLYING DISCS. ON INSTANT DATE A. C. URIE OF TWIN FALLS, IDAHO, INFORMED LOCAL NEWSPAPER THAT COMMUNITY THAT AT ONE PM ON WEDNESDAY LAST, AUGUST THIRTEEN, HE AND TWO SONS BILLIE, AGE TEN, KEITH, ~~AFXXX~~ AGE EIGHT, SAW AN OBJECT NINE MILES NORTHWEST OF TWIN FALLS, RESEMBLING FLYING DISC. URIE STATED THIS OBJECT WAS PROCEEDING ~~FXXX~~ DOWN SALMON RIVER AT TERRIFIC SPEED ESTIMATED BY HIM AT ONE THOUSAND MILES PER HOUR. URIE AND SONS DESCRIBED OBJECT TO NEWSPAPERS AS TWENTY FEET LONG, TEN FEET WIDE AND TEN FEET THICK, LIGHT SKY BLUE IN COLOR AND ALSO OBSERVED FLAMES EMANATING FROM SIDES OF OBJECT. AT TIME URIE AND SONS SAW OBJECT THEY ALL HEARD LOUD SWISH WHEN OBJECT DISAPPEARED FRIM SIGHT. CURRENT EFFORTS BEING MADE TO INTERVIEW URIE AND SONS PURSUANT TO BUREAU BULLETIN FORTY TWO, SUB DIVISION B, DATED JULY THIRTY NINETEEN FORTY SEVEN. BUREAU WILL BE PROMPTLY AND FULLY INFORMED OF ALL PERTINENT DEVELOPMENTS.

BANISTER

END

PLS ACK AND HOLD

RECORDED AND INDEXED
SEP 24 1947
FBI
62 OCT 2 1947

7-48 PM OK FBI WA BW

RECEIVED TELETYPE UNIT
AUG 15 7 50 PM '47
F.B.I. DEPT. OF JUSTICE

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : The Director

DATE: August 14, 1947

FROM : Mr. D. M. Ladd

SUBJECT: FLYING DISCS

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Tele. Room
Mr. Nease
Miss Beahm
Miss Gandy

In connection with your request to be advised as to the facts concerning newspaper reports of flying discs in the Portland area and the reported conference of army officials in Portland concerning flying discs, the Portland Office has advised that Leaveritt G. Richards, aviation editor of the "Oregonian," has stated that Captain William L. Davidson and Lieutenant Frank M. Brown of the Fourth AAF Headquarters, San Francisco, were in Portland on July 27, 1947. While in Portland they interviewed Dick Rankin, an experienced pilot, who had reported that he observed, on June 14, a formation of ten flying discs over Bakersfield, California. Richards added that Davidson and Brown had also interviewed the following four experienced pilots who were among the first to report seeing discs, Kenneth Arnold, businessman from Boise, Idaho; Captain E. J. Smith, a co-pilot; Ralph Stevens, United Airlines and Dave Johnson, aviation editor, Idaho "Statesman." In order to determine the purpose of these interviews Richards contacted Major General Twining of Wright Field, Ohio, and from him gained the impression that the AAF instituted this investigation to wash out the disc reports since they are definitely not of AAF origin.

On Friday, August 1, the plane in which AAF investigators, Captain Davidson and Lieutenant Brown, were flying, crashed at Kelso, Washington and both were killed. The wreckage was screened by AAF Intelligence from McChord Field. The "Tacoma News Tribune" and through them the United Press put out a story that the plane was carrying parts of a disc which had struck a boat owned by Harold Dahl and Fred Chrisman. It has also been inferred that this plane was sabotaged to prevent these disc parts from being examined.

STATUS

Investigation by the Bureau has reflected that this plane was definitely not carrying parts of a disc and there appears to be no substantiation of a sabotage charge.

For your further information there is attached a blind memorandum setting forth in more detail the results of the investigation surrounding the above plane crash. No further inquiry is being made in this matter.

ACTION

Air Force Intelligence has been advised of the results of our investigation.

RGF:mjp

RECORDED & INDEXED

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EX-81

60 DEC 13 1947

RECEIVED-TAMM
FBI
U.S. DEPT. OF JUSTICE
AUG 14 4 20 PM '47

MR. JONES
AUG 19 9 35 AM '47
RECEIVED
FBI
U.S. DEPT. OF JUSTICE

RECEIVED-NICHOLS
FBI
U.S. DEPT. OF JUSTICE
AUG 15 9 34 AM '47

August 14, 1947

FLYING DISCS

The "Tacoma News Tribune" and through them the United Press put out a story that an army plane which was allegedly carrying parts of a disc which had struck a boat owned by Harold Dahl and Fred Chrisman had crashed on August 1, 1947, killing two Air Force Intelligence officers who were interviewing persons who were alleged to have seen flying discs.

Harold A. Dahl and Fred Chrisman, when interviewed by Bureau Agents, advised in a signed statement on August 7, 1947, that in the early part of June, 1947, they picked up some strange rock formations from a gravel pit on Mauri Island, Washington. They sent a cigar box of these formations to one Ray Palmer, editor of the Venture magazine in Evanston, Illinois and also editor of the Fantasy magazine in Chicago, Illinois. According to them they requested Palmer to make only a chemical analysis of the rock formations. Palmer then wrote asking for additional samples stating he had been unable to analyze the material. Dahl and Chrisman remarked that a few days after the flying disc stories appeared during the latter part of June, Palmer contacted them by telephone saying he would pay for an exclusive story if the materials they had sent him were fragments of a flying disc. Dahl said he wrote Palmer a letter in which he represented the material as being a part of a flying disc, and both Dahl and Chrisman admitted that this statement was entirely false.

Dahl and Chrisman then received a call from one Kenneth Arnold of Boise, Idaho who requested them to meet him at the Winthrop Hotel in Tacoma on July 31, 1947. According to them Arnold called in army intelligence officers from Hamilton Field, California and one Captain Emil H. Smith of United Airlines of Seattle, Washington to attend this meeting. Dahl and Chrisman maintained they told the intelligence officers Captain Davidson, Lieutenant Brown, Kenneth Arnold and Emil H. Smith exactly how they got the rock formations and that they had no connection with any flying discs. Dahl and Chrisman stated that they then furnished some of the rock formation to the intelligence officers as samples.

Captain Davidson and Lieutenant Brown left Tacoma, Washington in a B-25 to return to Hamilton Field, California about 2:30 A.M. August 1, 1947, and were killed when their plane crashed at Kelso, Washington, after the left engine burned out an exhaust stack which in turn caught the left wing on fire which caused it to break off. The crew chief and each officer parachuted to safety.

Ernie Vogel, an Associated Press wireman at Tacoma advised that two or three days after the flying disc story started he contacted Dahl to check the story

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ENCLOSURE
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that the Seattle Post-Intelligencer had received from the Fire Chief at Harbor, Washington, to the effect that Dahl had some flying disc fragments. At this time Dahl admitted to Vogel that the entire story was false.

Relative to Arnold, Dahl and Chrisman stated that he was paid by Ray Palmer of the Fantasy magazine and possibly the "Boise Statesman" to come to Tacoma and obtain a story from them regarding the flying disc fragments.

On July 31 and August 1, a total of five anonymous calls were received by a Tacoma Times reporter and the United Press Wireman at Tacoma giving information regarding the meeting at the Winthrop Hotel over the disc fragments and stating that the B-25 had been shot down or sabotaged which killed Captain Davidson and Lieutenant Brown, inferring that this was done because the intelligence officers were carrying disc fragments in their plane.

Dahl and Chrisman stated that these calls could only have come from themselves, Arnold or Smith, who, they stated, had a friend on the Chicago Times and was possibly selling the story to the Chicago Times through this friend. Dahl and Chrisman denied making these calls.

Smith, upon interview, stated that reporter Lantz of the Tacoma Times and Morello of the United Press office in Tacoma had informed him that Arnold had several anonymous calls and from the accuracy of the information transmitted Smith believes they were made by either Dahl or Chrisman.

Federal Bureau of Investigation
United States Department of Justice
407 U. S. Court House
Seattle 4, Washington
August 18, 1947

DIRECTOR, FBI

RE: FLYING DISCS SIGHTED BY FRED CRISMAN and HAROLD A. DAHL, TACOMA, WASHINGTON
SM - X

Dear Sir:

The following, in general, are the facts regarding the flying disc story that started by FRED CRISMAN and HAROLD A. DAHL which subsequently resulted in news stories by the Tacoma Times, the Boise Statesman and the Chicago Times that a B-25 carrying Army Intelligence officers was shot down or sabotaged over Kelso, Washington on August 1, 1947 because it was carrying some flying disc fragments.

The original story, as related by FRED CRISMAN and HAROLD DAHL, was to the effect that DAHL, while patrolling in his boat near Maury Island, Washington, sighted six flying discs, one of which fluttered to the earth and disintegrated, showering his boat with fragments which caused some damage to the boat and killed his dog. HAROLD DAHL wrote a letter to RAY A. PALMER of Ziff-Davis Company which publishes fantastic adventure magazines in Chicago, sending him fragments of the flying disk and relating the above story. RAY PALMER requested Trans-Radio News in Chicago to verify the story as related by HAROLD DAHL and FRED CRISMAN telegraphed RAY PALMER confirming DAHL's story. RAY PALMER then engaged KENNETH ARNOLD, Boise, Idaho, who was the first to report sighting the flying disc and whom RAY PALMER had previously made a contract for a story regarding the flying disc, to come to Tacoma and check the story as related by FRED CRISMAN and HAROLD DAHL.

ENCL. ATTACHED

KENNETH ARNOLD came to Tacoma, Washington July 30, 1947 and arranged for a meeting the following day, July 31, with FRED CRISMAN and HAROLD DAHL in his room 502, Winthrop Hotel, Tacoma, Washington. KENNETH ARNOLD also called to attend the meeting Captain EMIL J. SMITH, United Airlines Pilot who had also reported seeing flying disc fragments, and Army Intelligence to attend

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this meeting. KENNETH ARNOLD, Captain EMIL J. SMITH, FRED CRISMAN, HAROLD DAHL, Captain DAVIDSON and Lieutenant BROWN of Army A-2 Intelligence from Hamilton Field, California, all met in ARNOLD's room at various times during the afternoon and evening of July 31, 1947 and discussed the flying disc story as related by CRISMAN and DAHL. The Army Intelligence Officers, Captain DAVIDSON and Lieutenant BROWN, left about 2:00 A. M. the morning of August 1, 1947 to return to Hamilton Field, California for Air Force Day in a B-25 and were carrying some of the reported disc fragments. The left engine on the B-25 burned an exhaust stack which in turn caught the left wing afire, the wing subsequently breaking off and tearing off the tail. The B-25 crashed, killing Captain DAVIDSON and Lieutenant BROWN. However, the Crew Chief and a hitch-hiker parachuted to safety. Intelligence Officers at McChord Field, Washington advised there was no indication of any sabotage. The plane crashed at Kelso, Washington approximately 2:50 A. M. August 1, 1947.

Five anonymous calls were received by a reporter, Tacoma Times, and the United Press Wireman, Tacoma, between 11:30 A. M., July 31, 1947 and 5:30 P. M., August 2, 1947. The first call was to a Tacoma Times reporter approximately 11:30 A. M., July 31, in which the caller stated that there was a meeting taking place at that time in room 502 of the Winthrop Hotel concerning the disc fragments found on Maury Island. The second call was received between 11:00 A. M. and 12:00 noon, August 1, 1947 by the Tacoma Times reporter in which the caller advised that at that moment a big meeting was taking place in ARNOLD's room number 502, Winthrop Hotel; that the B-25 which crashed was carrying disc fragments and that McChord Field officials had stated it was shot down or sabotaged. The third call was received Friday, August 1, 1947 at 5:30 P. M. by the United Press Wireman, Tacoma, in which the caller stated that the B-25 which crashed at Kelso, Washington was carrying flying disc fragments and that the dead officers were Captain DAVIDSON and Lieutenant BROWN, A-2 Intelligence Officers at Hamilton Field, California. This call was prior to the release of the dead officers' names by Army authorities and the caller indicated that when the names were released, it would verify the information he was furnishing was correct. The fourth phone call was received at approximately 6:45 P. M., Friday, August 1 by the United Press Wireman in which call the caller stated the B-25 was definitely shot down and that if he contacted Army Intelligence officers, they would not deny it. The fifth phone call was received by the United Press Wireman, Tacoma, at 5:30 P. M. August 2, 1947 at which time the caller stated the B-25 was shot down from the air with a 20 m.m. cannon; that the Marine plane found recently on Mt. Rainier had also been shot down and that Captain SMITH would be taken to Wright Field Tuesday morning. When the Army authorities released the names of the dead Intelligence officers which verified the information as given by the anonymous caller, the Tacoma Times printed this story on August 2, 1947 and carried several articles thereafter inferring that the B-25 had been shot down or sabotaged because of the fact that it was carrying disc fragments. DAHL and CRISMAN have admitted that the material which they sent to RAY PALMER had no connection with any flying discs and have given a signed statement to that effect which are being

forwarded herein. DAHL and CRISMAN deny, however, that they actually started the flying disc story and their actual part in the story. United Airlines pilot, EMIL J. SMITH, states that DAHL and CRISMAN on July 31, 1947, both related their original flying disc fragment story. Information gathered would indicate that the anonymous phone calls were possibly made by FRED CRISMAN in order to build up the flying disc story to the point where they could make a profitable sale of the story to RAY PALMER, Chicago, Illinois. No facts have been developed which would definitely prove that CRISMAN made these calls. However, from all facts and information gathered, it appears he is probably the most likely to have made the anonymous calls. The detailed interviews of the persons contacted in regard to this flying disc story are being set out below.

The following investigation was conducted by Special Agent DAVID A. MacCULLOCH at Tacoma, Washington on August 6, 7, 1947:

ERNIE VOGEL, Associated Press Wireman, Tacoma, Washington, advised that in the early part of June, 1947 he was requested by the Seattle Post Intelligencer to check on a story which he was informed had been obtained from the Fire Chief at Harper, Washington. The story was supposed to have originated with FRED CRISMAN. Mr. VOGEL stated that the story was to the effect that DAHL, while patrolling in his boat near Maury Island, saw five or six flying discs, one of which fluttered toward the ground and finally disintegrated. Fragments of the disc were reported to have showered down on the boat of HAROLD DAHL, causing some damage and killing his dog. Mr. VOGEL stated that he went to the home of HAROLD DAHL on 3903 North Gove, Tacoma, Washington to check with him on this flying disc story. He stated that as best he could recall, this was just a few days after the first flying disc stories had appeared in the paper and was on a Sunday evening. He believed it was the early part of June. He stated that DAHL took him in the kitchen and proceeded to talk about this flying disc story in low muffled tones. He stated that DAHL acted rather suspicious and that shortly his wife came into the kitchen and was in a considerable rage, telling DAHL to admit that the entire story was a plain fantasy which he had dreamed up. He stated that after his wife told DAHL to admit the entire story was false, that DAHL then admitted that there was nothing whatever to the story and it was an entire hoax. VOGEL stated that in view of the enraged condition of DAHL's wife, he immediately left and reported to the Seattle Post Intelligencer that the entire story was a hoax and that they should not print it in any way, He further stated that he advised the Seattle Post Intelligencer that DAHL was a mental case and that nothing which he had reported should be carried as far as a news story. Mr. VOGEL stated that since that time he had received repeated requests from the Boise Statesman requesting information as to the flying disc stories reportedly originating with FRED CRISMAN and HAROLD DAHL. VOGEL stated that he had never, in his experience, had such pressure brought upon him to release a news story and that he repeatedly advised the Boise Statesman that the story of seeing the flying discs by DAHL and CRISMAN was a complete fabri-

cation and should be in no way, carried as a news story and refused to furnish any information regarding these reports. He further stated that he advised the Boise Statesman shortly before, or at the time KENNETH ARNOLD left Boise to come to Tacoma to check on the flying disc stories with DAHL and CRISMAN, that ARNOLD should not come as the entire story was a hoax.

The following information was obtained from PAUL LANTZ, 4513 South 7th, Tacoma, Washington, Proctor 8416, a rpporter for the Tacoma Times:

It was the Tacoma Times paper which first issued a story on August 2 and subsequent stories intimating that the B-25 which crashed at Kelso, Washington on the early morning of August 1, had been sabotaged or shot down because of the fact that it carried flying disc fragments. LANTZ stated that on Thursday, July 31, at approximately 11:30 A. M. he received an anonymous phone call in which the caller stated that KENNETH ARNOLD and Army Intelligence officers were meeting in room 502 of the Winthrop Hotel to check on the flying disc story from which fragments were obtained on Maury Island. LANTZ stated he turned around to speak to his editor and when he picked up the phone again the line was dead. He stated that the caller asked for BURT McMURTIE, a reporter on the Tacoma Times who was out at the time of the call. He stated that BURT McMURTIE called ARNOLD at room 502 in the Winthrop Hotel and was advised by ARNOLD that he could furnish no information as he was there on a Government mission. LANTZ stated that on Friday, August 1, between 11:00 A. M. and noon, he received another phone call for BURT McMURTIE in which the anonymous caller stated that he might have some information for him. LANTZ asked the caller if he was not the same party that had called the previous date and he said yes. The caller then related that at that moment there was a big meeting in progress in ARNOLD's room, 502, in the Winthrop Hotel; that the B-25 which crashed that morning in Kelso was carrying flying disc fragments from California and that McChord Field officials had stated the plane was sabotaged or shot down. The caller then hung up after making some statement to the effect that he was a switchboard operator. LANTZ stated that he went to the Winthrop Hotel on Friday about noon and found that there was no male operator on duty. He stated he then went to room 502 and ARNOLD answered the door and that Captain EMIL J. SMITH, United Airlines pilot, was on the phone. LANTZ stated that he heard SMITH make a statement to the effect that the information must be very strictly confidential. He stated that there were one or two others in the room besides SMITH and ARNOLD, but that he could not identify them. He stated that ARNOLD told him he could make no statement and that he had attempted to check the story with various people on Maury Island with negative results. He stated that about 3:30 P. M., Friday, he wrote a story regarding the mysterious informant and called ARNOLD at his hotel room, stating that he had written this story and that ARNOLD had better check it. He stated that he talked to TED MORRELLO, the United Press Wireman, Tacoma, who advised that the story sounded fantastic. LANTZ stated that about 5:30 P. M., Friday, August 1, an anonymous caller called TED MORRELLO, the

United Press Wireman, stating that Captain DAVIDSON and Lieutenant BROWN were the Intelligence officers that were killed in the crash of the B-25 and that civilians and the sheriff had been kept away from the wreckage with the Army guarding it. He stated the anonymous caller then said that the names had not been released yet by the Army and that this would verify his statements. PAUL LANTZ stated that the following morning, Saturday, August 2, the Army verified that the officers killed were Captain DAVIDSON and Lieutenant BROWN and two days later verified that they were Army Intelligence officers. LANTZ stated that the anonymous caller again later contacted TED MORRELLO, calling him by that name, and at this time stated he did not call the Tacoma News Tribune or the Associated Press and denied calling PAUL LANTZ or BURT McMURTIE. In this call the anonymous caller stated that, "Don't think I'm doing this for you." He then asked if the story had been put on the wire and when MORRELLO said yes, the caller stated, "We want this to get back to New Jersey." The caller further stated that the B-25 was shot down by a 20 m.m. cannon and that the marine plane which was recently found wrecked on the side of Mt. Rainier, having been missing for several months, had also been shot down. The caller stated to MORRELLO that he should get in touch with a flyer named MORGAN with United Airlines who, he stated, was with Captain SMITH when they were shot at over Montana. The caller then stated, "I'll see you Tuesday. I'm going to San Francisco." LANCE stated that he had checked with Captain EMIL SMITH of United Airlines who denied knowing any pilot by the name of MORGAN; denied ever having flown over Montana. LANTZ stated that MORRELLO received another anonymous call in which the caller stated that SMITH would be sent to Wright Field on Tuesday and that Saturday one of the men who found fragments of the flying disc was to be flown to Alaska. LANTZ stated that in view of the fact that the information as to the Intelligence officers on the B-25 had been as furnished by the anonymous caller, had subsequently been verified by the Army, the story was released that the B-25 was carrying disc fragments returning to Hamilton Field, California and furnishing the inference that the plane had been sabotaged or shot down. LANTZ stated that about 8:00 P. M. on Sunday, August 3, he contacted Captain EMIL SMITH at his home, 3027 West Laurelhurst Drive, Seattle at which time SMITH stated he had not given any story out to the Post Intelligencer at Seattle; stated that he had gotten a telegram to call a number in Boise and when he called and found out it was the Boise Statesman, he had hung up. He stated that the Boise Statesman then contacted him, at which time he admitted he had seen the disc fragments, but that he did not take any of them. This time SMITH informed LANTZ that he had been with Major GEORGE SANDERS, Public Relations Officer from McChord Field, all afternoon until about 3:45 P. M. SMITH informed LANTZ that he had told the Army authorities everything that he and ARNOLD knew about the flying disc fragments story from the time that KENNETH ARNOLD left Boise, Idaho and he had left Seattle, Washington. This time SMITH admitted that there were some of the supposed disc fragments in ARNOLD's room at the Winthrop Hotel and that CRISMAN and DAHL had been in the room Thursday afternoon. On Monday PAUL LANTZ stated that he called HAROLD DAHL who advised that if this were not used in the paper, he and FRED

CRISMAN would see him after lunch. LANTZ stated that about noon DAHL and CRISMAN contacted him at which time DAHL stated that he and his son had been exploring a gravel pit on Maury Island and found some strange rock formations. He stated they picked up some of these samples and that FRED CRISMAN later saw them and they went back over to Maury Island at which time additional samples were obtained and that CRISMAN sent these to a friend of his at the University of Chicago to have analyzed. They stated that they received a report and that apparently this friend had asked a newpaperman to find out where the rock formations were obtained. CRISMAN and DAHL told LANTZ that sometime after the first flying disc story had appeared, they received a telegram from Trans-Ocean Press from Chicago wanting information on the flying disc fragments. FRED CRISMAN stated that they had at no time indicated the rock formations were a part of a flying disc and that Captain EMIL SMITH and KENNETH ARNOLD were not interested in the rock formations and they denied giving them to SMITH and ARNOLD.

TED MORRELLO, a United Press Wireman, Tacoma, Washington furnished substantially the same information that was obtained from PAUL LANTZ, the Tacoma Times reporter, regarding the anonymous phone calls which he had received. He stated further that the first call he received was on Friday, August 1, at around 5:30 P. M. At this time the caller stated that the B-25 which crashed at Kelso, Washington was carrying disc fragments and that the two officers killed were Captain DAVIDSON and Lieutenant BROWN, officers with Army A-2 Intelligence at Hamilton Field and that the fragments were top secret material. He stated the caller indicated that when the Army released the names of the dead officers it would verify that the information he was furnishing was correct. MORRELLO stated that the second call he received at approximately 6:45 P. M. Friday, August 1 at which time the caller stated that the B-25 was definitely shot down and that if he contacted Army Intelligence A-2, the man in charge would not deny it. MORRELLO stated he thought the man said to contact Colonel GUYS, but it was found out it was Colonel GREGG who was in charge of Army Intelligence A-2. The caller further stated that the Sheriff's Office had been kept away from the crash and that no civilians had been allowed near the plane. MORRELLO stated the third call he received at 5:30 P. M., August 2, and that this time the caller stated that one of the men who had been conferring with Captain SMITH and KENNETH ARNOLD was taken to Alaska that day. The caller further stated that the B-25 was shot down from the air with a 20 m.m. cannon; that the Marine plane found recently on Mt. Rainier had also been shot down; that Captain SMITH would be taken to Wright Field Tuesday morning and that a United Airlines pilot by the name of MORGAN flew with Captain SMITH when they were shot at over Montana. The caller stated he was leaving for San Francisco and would be back Tuesday.

PAUL LANTZ and TED MORRELLO both stated that they had made very little effort to question the anonymous caller to obtain his identity as they felt it was useless and that if they started questioning him he would

refuse to furnish any further information.

On August 5, 1947 Special Agent DAVID A. MacCULLOCH was contacted in the resident agency office, Tacoma, Washington by FRED CRISMAN. At this time CRISMAN asked if the Seattle Office was investigation the crash of the B-25 and he was informed that no investigation was being conducted by the Seattle Office. CRISMAN at this time related in a rambling story that he had picked up some strange rock formations which he had forwarded to a friend of his in the University of Chicago to have analyzed and that later, in some manner unknown to him, these rock formations had been reported as being fragments of a flying disc.

On August 7, 1947 FRED CRISMAN and HAROLD DAHL were interviewed at the Tacoma resident agency office. Both DAHL and CRISMAN at first denied any knowledge of how the rock formations which they had picked up to have alalyzed became connected with the flying disc stories. Both denied making any statement to anyone that these rock formations were portions of a disc fragment. It was apparent from the start of the interview that DAHL and CRISMAN were not telling their complete and true connection with the flying disc story. They refused to give any definite information as to what they said or had done which caused them to become involved in a flying disc story, but gave evasive answers and repeatedly stated that they had nothing to do with it and were at a loss to understand how they became connected with the flying disc story. After considerable questioning, they stated that in the early part of June they sent to RAY PALMER of the Ziff-Davis Publishing Company which published the Fantasy magazine in Chicago and the Venture magazine in Evanston, Illinois, some rock formations which they had found on Maury Island. They stated they sent these formations, asking PALMER to have them analyzed. They stated that later PALMER wrote and asked for more samples, advising he had failed to analyze the samples. CRISMAN and DAHL stated they have never sent any additional samples and that the next they heard regarding the rock formations which they had sent PALMER was when he called HAROLD DAHL and asked if the rock formations could have come from a flying disc. DAHL stated he made some remark that they possibly could have come from a flying disc and that he immediately sat down and wrote a letter to PALMER, which was in the latter part of June in which he stated the material could have been portions of a flying disc. DAHL claimed that he thought he told PALMER over the phone something about being in his boat when he obtained these rock formations, but stated he could not recall what he had written to PALMER and claimed that he passed the whole thing off as a joke. CRISMAN and DAHL were questioned at length in an attempt to obtain specific information as to exactly what each one had done with regard to the rock formations. However, each stated that the only thing they had done was tell RAY PALMER the formations could have come from a flying disc in view of the fact it appeared "that's what he wanted them to say". No definite information could be obtained from either DAHL or CRISMAN as to what each specifically had done to start the flying disc story.

The signed statement which was obtained from CRISMAN and

DAHL and in which they admitted the rock formations had no connection with any flying discs is being forwarded to the Bureau herewith. The statement contains no information of value and therefore is not being set forth herein.

Regarding the meeting which was held in the Winthrop Hotel on Thursday, July 31, CRISMAN and DAHL stated that they both met KENNETH ARNOLD there about 1:00 P. M. They stated that they all left ARNOLD's room about 3:00 P. M. and that CRISMAN took ARNOLD to Berry's Airport at Tacoma and ARNOLD flew his plane to Seattle where he picked up Captain EMIL SMITH. CRISMAN stated that he picked up ARNOLD and SMITH at Berry's Airport about 5:00 P. M. and that HAROLD DAHL came to ARNOLD's room about 7:00 P. M. CRISMAN stated that he and SMITH left about 8:30 P. M. when he drove SMITH to Seattle to get his car and that DAHL went home at this time. CRISMAN stated they returned about 11:30 P. M. at which time the Army Intelligence officers were in ARNOLD's room and that CRISMAN left about midnight. He stated that he returned to ARNOLD's room Friday afternoon for approximately one-half hour from 2:30 to 3:00 P. M., at which time ARNOLD and SMITH were still there and neither seemed to be able to recall if DAHL was in ARNOLD's room on Friday, August 1. The best that could be obtained from CRISMAN and DAHL as to what took place in ARNOLD's room was to the effect that most of the talk was about flying, that no one seemed very interested in the rock formations and that they had no connection as far as they knew with any flying disc. CRISMAN stated that KENNETH ARNOLD wanted to obtain pictures of the place where the rock formations were obtained and that the Army Intelligence officers did not appear to be interested in any manner whatever.

HAROLD DAHL operates the Commercial Lumber Company at 235 Millwater Avenue, Tacoma, Washington and FRED CRISMAN has recently been working with him buying timber. They have also been associated with the Harbor Patrol Association at Tacoma, Washington which furnishes patrol and police protection to parts of the harbor area which are not patrolled by Tacoma police or Sheriff's officers. FRED CRISMAN resides at 125 Woodland, Tacoma, Washington, Army serial number 0-758-951. During the war he was a pilot and it is believed presently holds a Reserve Officer's commission as a Captain.

Regarding the B-25 which crashed, killing Captain DAVIDSON and Lieutenant BROWN of the 4th Aire Forces, Captain ROBERT G. BJORNING, A-2 Officer, Mc Chord Field, advised that this investigation of the crash reflected an exhaust stack had burned out on the left engine which in turn caught the left wing afire and that when the left wing broke off, it also broke off the tail. The plane at the time of the crash was carrying Captain DAVIDSON, Lieutenant BROWN, the hitch-hiker and a man as Crew Chief to take care of the airplane. The Crew Chief and the hitch-hiker parachuted to safety, but Captain DAVIDSON and Lieutenant BROWN were killed. He stated that their investigation reflected no indication of any sabotage whatever.

A check of the records of the Winthrop Hotel at Tacoma, Washington revealed that KENNETH ARNOLD, giving his address as Route #1, Mountview Drive, Boise, Idaho rented room 502 from July 30 at 7:43 P. M. until

August 3. A record of the phone calls made from room 502 during this period was made by Miss SARAH LANGBERG. This record reveals that KENNETH ARNOLD on July 31 called PALMER at AN-5200, Evanston, Illinois, collect. On the same date called Lieutenant BROWN at 5800 Hamilton Field, California, collect. ARNOLD also called 0109-J in Boise, Idaho on July 31. On August 1 ARNOLD called LON-4936, Portland; PALMER at Dearborn 5200, Chicago; and SMITH called RODDY at Dearborn 2323 at Chicago. Both Chicago calls were collect. The remainder of the calls appear to be personal calls and are not being set out. A record of the phone calls made are being retained as an exhibit in the Seattle Office.

The following information was obtained by Special Agent PIERRE H. LEVEC in interview on August 12, 1947 with Captain EMIL J. SMITH, 3027 West Laurehurst Drive, United Airlines pilot: It should be noted that Captain SMITH has previously received publicity for having supposedly seen flying discs or similar objects on July 4, last while on a routine United Airlines flight out of Boise, Idaho in company with his co-pilot RALPH STEVENS, concerning this incident. Captain SMITH states that they took off from Boise, Idaho at 8:12 P. M. and headed Northwest at 300 degrees and while still climbing at 8,000 feet, co-pilot STEVENS called his attention to some objects in the sky ahead of them about ten degrees left which neither one could identify. SMITH states that he called a CAA radio operator at Ontario, Oregon and requested him to step outside his radio shack and see if he could see any of these objects overhead. The CAA radio operator replied in the negative.

Captain SMITH states that he first met KENNETH ARNOLD on July 5 in the offices of the Seattle Post Intelligencer where both were being interviewed concerning their sighting of flying discs. SMITH states that he next met ARNOLD about three weeks ago in Boise, Idaho at which time he, SMITH, was on another flight through Boise, Idaho and had a ten minute lay-over there. On this occasion ARNOLD was in company of Captain WILLIAM L. DAVIDSON and Lieutenant FRANK M. BROWN, Army Intelligence officers, and a reporter JOHNSON of the Boise Statesman. SMITH's next contact with ARNOLD was on Thursday, July 31, last when he received a telephone call from ARNOLD calling from Tacoma in the early afternoon at which time he asked SMITH to come over to Tacoma and join him as he was investigating a flying disc story for "someone back East" and some fragments were involved which SMITH might be interested in seeing. After some discussion SMITH agreed to join ARNOLD in Tacoma and ARNOLD told SMITH he would fly over and pick him up at Boeing Airport at 4:00 P. M. SMITH met ARNOLD at Boeing Field at about 4:00 P. M. and they flew to Berry's Airport at Tacoma, Washington where they were met by FRED CRISMAN. The three of them proceeded in CRISMAN's car to the Winthrop Hotel where ARNOLD was occupying room 502. ARNOLD ordered something to eat and during this time either ARNOLD or CRISMAN called a HAROLD DAHL and invited him up to the room. By this time SMITH states he had learned from ARNOLD that CRISMAN and DAHL were the participants in the latest flying disc story and SMITH states that he had no previous acquaintance with either of these men before meeting them in Tacoma on this date. While in the Hotel Room ARNOLD showed SMITH a letter which he had received from RAYMOND PALMER of the Venture Press of Chicago requesting that ARNOLD investigate

the CRISMAN-DAHL story in Tacoma. ARNOLD informed SMITH at this time that after receiving this letter he had called PALMER by telephone in Chicago as a result of which call PALMER had forwarded him $200.00 expense money for covering the story. Shortly thereafter, at about 7:30 P. M. HAROLD DAHL arrived at the Hotel room and the discussion began among the four men present as to what DAHL and CRISMAN had seen on Maury Island. DAHL professed reluctance to tell the story, claiming that several unfortunate incidents had occurred subsequent to his seeing the flying discs and he believed the entire incident had brought him bad luck. In this connection he stated that four or five days subsequent to his sighting the flying discs, a man called at his home and had a conversation with him the course of which DAHL was warned to forget all about everything he had seen on or near Maury Island. In addition to that, DAHL stated that his sixteen year old son had run away from home following the incident and had been picked up by the police somewhere in Montana. After some further discussion DAHL finally agreed to tell his story of the flying disc incident in front of SMITH after eliciting a promise from SMITH that he would not discuss the matter for at least two weeks. It should be noted that DAHL had previously told his story to ARNOLD and CRISMAN. At this point DAHL related the incident which has already been described and which he alleged had taken place on or about June 23 or 24. While relating the incident DAHL mentioned that he had taken pictures of the flying disc which he had seen but that the printed films were marred with white spots. When DAHL had concluded his story, CRISMAN related that he had gone the following day to Maury Island to verify what DAHL had told him concerning the fragments and had at this time picked up several fragments and taken them with him. At this time CRISMAN related that he also saw one of the flying discs hovering over the Island but that it had disappeared into a cloud. When DAHL and CRISMAN had finished telling their story ARNOLD told the group that he had earlier in that evening called Captain DAVIDSON and Lieutenant BROWN, Army Intelligence officers and that they were on their way to the Hotel room. At this point DAHL protested that he did not wish to tell his story before anyone else and he was advised by SMITH that if such was the case why didn't he just leave and not be there when they arrived. CRISMAN, DAHL and SMITH then left the room and went downstairs. DAHL departed alone. CRISMAN drove SMITH back to Boeing Field near Seattle where SMITH desired to pick up his own personal car, which he did. They then returned to the Hotel where they found Captain DAVIDSON and Lieutenant BROWN in room 502 with KENNETH ARNOLD. ARNOLD met them at the door and seemed excited, explaining to SMITH that Captain DAVIDSON had just drawn a reproduction of a freak disc which had supposedly been seen by a woman in Arizona and that this drawing was an exact reproduction of the flying disc which he, ARNOLD, had seen several weeks before, nearing Mt. Rainier. SMITH states that shortly after this CRISMAN seemed very anxious to tell his and DAHL's story to the Army officers. Before this was done, however, SMITH had a discussion with Lieutenant BROWN, informing him that they had promised DAHL not to release the story for two weeks and that if CRISMAN were allowed to tell the story at this time, BROWN and DAVIDSON must agree not to release the story for one month. Following this agreement, CRISMAN related DAHL's and his story of the flying discs over Maury

Island to BROWN and DAVIDSON. Following this recitation, Lieutenant BROWN, in answer to a query from SMITH, said that he and Captain DAVIDSON were of the opinion that there might be some truth in the current flying disc stories, but that their immediate superiors (presumably A-2 at Hamilton Field) did not agree with them. BROWN and DAVIDSON then held a brief discussion as to whether they should return that same night to Hamilton Field and they decided that they would. All five of the men then went down to the lobby where BROWN detached himself from the group and entered a phone booth to call for a car from McChord Field. SMITH also left the group and met BROWN outside the phone booth where they held a short discussion relative to the credibility of CRISMAN and DAHL's story. BROWN indicated to SMITH that he should attemt to find out if the story was on the level and that BROWN would call him the following day regarding this matter. The group then proceeded to the front of the Hotel at which time CRISMAN brought his car to the front of the Hotel and took from his trunk a box of the alleged flying disc fragments picked up on Maury Island. He offered them to BROWN and DAVIDSON and when the Army car arrived from McChord Field the box of fragments was placed in the car with the officers. CRISMAN departed alone and ARNOLD and SMITH went in search of something to eat and later returned to the Hotel for the night.

On Friday morning, August 1, 1947, ARNOLD received a call from CRISMAN informing him that a B-25 had crashed during the night and it was believed to be the same plane which BROWN and DAVIDSON were flying. Following this call CRISMAN and DAHL came to the Hotel room and from the room CRISMAN again called McChord Field in an attempt to get information about the crash. SMITH took the phone from CRISMAN and spoke to a Colonel GREGG, identifying himself and asking if the B-25 which crashed was the only one which had taken off from McChord Field the previous night. GREGG told him that it was. Following this call ARNOLD called RAYMOND PALMER in Chicago and informed him of the previous night's conversations and the fact that DAVIDSON and BROWN were believed to have been killed. PALMER told ARNOLD to discontinue his investigation of the incident and that he, PALMER, was no longer interested. SMITH then took the phone from ARNOLD and asked PALMER if he could shed any light on the situation. SMITH was unable to say what PALMER's reply to CRISMAN was. Following these telephone discussions SMITH says that he called MAURICE RODDY whom he identifies as a personal friend of his and an aviation editor of the Chicago Times. SMITH states that he had previously made an agreement with RODDY in Chicago that should he ever run across any flying disc stories which showed promise of news value, that he would contact RODDY and this call was a result of that agreement. Shortly afterward, Colonel GREGG called him from McChord Field stating that Hamilton Field had requested that ARNOLD, SMITH, CRISMAN and DAHL submit their addresses to Hamilton Field for convenience of any Army investigation of the incident which may be forthcoming. After this call the four men went to a restaurant for lunch. During the course of this meal SMITH excused himself from the table and attempted to call SAC BOBBITT of the Portland Field Office, Federal Bureau of Investigation with whom he claims acquaintance. BOBBITT, however, was unavailable and SMITH was unable to complete the

call. After returning to the Hotel room, a Tacoma Times reporter called attempting to gain information, but they did not give him any. Later, a Mr. MORRELLO of the United Press called and SMITH spoke to him on the telephone but refused to give out any information. SMITH further relates that while the four men were in the room at this time, an envelope was shoved under the door and that he retrieved it from the floor. SMITH states that the appearance of this envelope seemed to startle CRISMAN considerably and that in fact, CRISMAN turned white as a sheet until SMITH read the note unsigned which was a communication to the Hotel advising that a strike of Hotel employees was eminent and that guests should not expect room and telephone service much longer. Shortly after this incident DAHL and CRISMAN left the Hotel room after promising to take ARNOLD and SMITH to Maury Island the following morning, (Saturday). ARNOLD and SMITH then went out for dinner and on their return, SMITH found a note in the box requesting him to call a certain telephone number. He did this from the Hotel room and was answered by LANTZ, Tacoma Times reporter who requested SMITH to go out and call him from a pay station. SMITH complained and was informed by LANTZ that two anonymous telephone calls had been received by him that a discussion regarding flying discs had been taking place in room 502 at the Winthrop Hotel which involved Army Intelligence officers. From the information which LANTZ had received, SMITH was convinced that the anonymous caller must have been present at the discussion also, as LANTZ was seemingly in possession of pertinent remarks which had been made in the room. SMITH states that he did not give LANTZ any further information and that in conclusion of the call, he returned to the Hotel room and he and ARNOLD retired for the night.

On Saturday morning, August 2, 1947 SMITH redeived a telephone call from MAURICE RODDY in Chicago, but was unable to give him any further information. SMITH advised him, however, that he would call him back at 2:30 that afternoon. DAHL then called from a coffee shop nearby and ARNOLD and SMITH joined DAHL, CRISMAN and an unknown man in the Coffee Shop for breakfast. The unknown person was discussing some lumber business with DAHL and left after breakfast. On leaving the coffee shop, SMITH asked DAHL about the negatives of the photographs which he claimed to have taken of the flying discs. DAHL said the negatives were in the glove compartment of his car, but a search of the instant glove compartment was fruitless. The four then proceeded in CRISMAN's car to the dock where they were to embark for Maury Island. The boat, however, could not be started and the trip was postponed until later in the day. While at the dock, however, SMITH asked to be shown the damage to the boat which had allegedly occurred when the fragments showered down on Maury Island. CRISMAN pointed out what may have been repairs to the windshield and lights on the boat, but SMITH was not personally satisfied that these repairs were made as a result of any such incident. CRISMAN and DAHL then drove ARNOLD and SMITH back to the Hotel at approximately 10:45 A. M. and CRISMAN told them he would call them later on and that they would go to Maury Island. On returning to the Hotel, SMITH called LANTZ at the Tacoma Times as a result of which call he and ARNOLD met LANTZ at the Coffee Shop across the street from the

Winthrop Hotel. SMITH stated that the purpose of this meeting was to try to find out something more about the anonymous phone calls which LANTZ had told him about. He and ARNOLD still refused to give out any further information regarding the Thursday evening conference to LANTZ and were informed by LANTZ that the Tacoma Times was afraid of being scooped on the story and was going to print something on that day. SMITH and ARNOLD then returned to the Hotel and shortly thereafter received a phone call from CRISMAN, but the call was cut off by the switchboard operator since it was not an emergency call. SMITH and ARNOLD then returned to the Hotel lobby where they found a telegram from DAHL asking them to call him at either Broadway or Proctor 7733, SMITH is not sure of the exchange. SMITH called this number, but DAHL was not there. SMITH states that he went then to the Western Union Telegraph Office and dispatched a collect telegram to MAURICE RODDY at the Chicago Times which contained a brief resume of the incidents which had occurred and which requested RODDY to wire SMITH a telephone number where RODDY could be reached after 6:00 P. M. SMITH states that he has never received an answer to that wire. Following this, SMITH states that he and ARNOLD that he and ARNOLD were sitting in the lobby of the Olympic Hotel when LANTZ entered and gave them each a copy of the latest edition of the Tacoma Times which contained a story hinting at sabotage in the crash of the Army B-25 which killed Captain DAVIDSON and Lieutenant BROWN. SMITH stated that he and ARNOLD continued to occupy seats in the Hotel lobby most of the afternoon inasmuch as they were unable to receive calls in the Hotel room due to the Hotel employees' strike. He relates that he received a call in the late afternoon from LANTZ advising him to call LANTZ that evening at 8:30 as LANTZ had further information regarding the anonymous calls. SMITH also received a telegram requesting that he call Boise 6000 which he did and found that it was JOHNSON, of the Boise Statesman. He refused to give JOHNSON any further information at this time. However, shortly thereafter, JOHNSON called from Boise and advised SMITH that the Army had released a story through Brigadier General SHRAM revealing the confidential assignment which BROWN and DAVIDSON had been engaged on. In view of this release, JOHNSON requested SMITH to answer one question for him which was, "Were they carrying any alleged disc fragments on the plane?" and SMITH answered, "Yes, they were." Following this SMITH called LANTZ as per his earlier request and was informed that MORRELLO of the United Press had received another anonymous phone call at which time "the voice" said that the Army B-25 carrying Captain DAVIDSON and Lieutenant BROWN had been shot down with 20 m.m. shells and that the Marine plane found on Mt. Rainier had also been shot down with 20 m.m. shells. The voice went on to state that SMITH would be called back to Wright Field on Tuesday. When MORRELLO asked why he was giving out this information the caller replied that it was not for the benefit of the newspapers, but that he was interested in seeing that the information got back to New Jersey. The voice also informed MORRELLO at this time that one of the two persons who had been talking to ARNOLD and SMITH had now left for Alaska. As a result of this latter bit of information SMITH decided to find out if CRISMAN or DAHL had left town. He located DAHL at the Sunset Theatre and DAHL came to the Hotel and met SMITH and ARNOLD. They were unable to locate CRISMAN by phone and DAHL left saying that he would try to find out where CRISMAN was and that he would call them tomorrow (Sunday) and that they would go out to Maury Island at that time. After DAHL left,

SMITH and ARNOLD went to the Tacoma Times Office where a reporter met them and took them to MORRELLO in the United Press Office. There they read the latest press releases and had a discussion with MORRELLO regarding the anonymous phone calls. In the course of this discussion MORRELLO mentioned the name of Major GEORGE SANDERS, Public Relations Officer at McChord Field as being one of the officers interested in the investigation.

Following this discussion with MORRELLO, at which time SMITH states they still refused to divulge any further information, SMITH and ARNOLD returned to the Hotel for the night.

On Sunday morning, August 3, 1947, DAHL appeared at the Hotel room and told them that he had received a letter from CRISMAN which said in effect, "Take care of my business. I'll be out of town for three or four days." DAHL had a letter with him but he did not show it to SMITH or ARNOLD. The three men then drove to DAHL's secretary's house in South Tacoma and picked her up and the four of them then went to breakfast on the South Tacoma highway. While the four of them then went to breakfast SMITH excused himself and called Major SANDERS at McChord Field and arranged an appointment to meet him at the Hotel lobby at 11:00 A. M. They then took DAHL's secretary to her home where DAHL picked up a typewriter and then drove SMITH and ARNOLD back to the Hotel. They asked him if he was going to take them to Maury Island that day and he replied that he was not. He further stated that he was sick of the entire business and that if he was ever contacted by the Army or the authorities he was going to deny ever having seen anything and claim to be "the biggest liar that ever lived". Shortly after returning to the Hotel, SMITH met Major SANDERS in the lobby and they went in SMITH's car to a coffee shop in South Tacoma where SMITH proceeded to tell Major SANDERS the entire story of the incidents which had occurred in Tacoma regarding the CRISMAN and DAHL story since Thursday afternoon. Following this, SMITH took Major SANDERS back to the Hotel and introduced him to ARNOLD and suggested to ARNOLD that he also tell Major SANDERS the entire story of what had occurred. ARNOLD did so. Major SANDERS after looking at the fragments which were still in the room suggested that they drive out to the Smelter near Tacoma as he believed the slag at the Smelter would bear a distinct resemblance to these fragments. The three men then drove to the Smelter and the slag was noted to be definitely similar to the fragments which CRISMAN and DAHL had left in the Hotel room. They then returned to the Hotel room and Major SANDERS left them. After packing their bags, SMITH took ARNOLD to Berry's Airport where his plane was parked and then SMITH drove himself back to Seattle.

About an hour after his arrival in Seattle, which was approximately 7:30 P. M., LANTZ of the Tacoma Times appeared at SMITH's home with the newspaper containing the Associated Press story which had originated in Boise, Idaho in the Boise Statesman and which was written by JOHNSON following SMITH's admission to him that fragments had been carried by Lieutenant BROWN and Captain DAVIDSON on the fatal B-25 flight. SMITH at this time continued to refuse to give any statements for the Press and told LANTZ that he had placed

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all of his information in the hands of the Army. SMITH stated that a couple of days later he called Major SANDERS at McChord Field and asked him if there was any recent information concerning the incident. SMITH states that Major SANDERS informed him that CRISMAN had not yet been contacted, but that the Federal Bureau of Investigation was "setting a trap for him". SMITH further advises that on Friday, August 8, 1947, he appeared before Lawyer JOHN NOLAN at the County-City Building, Seattle and made a deposition of the facts relating to the incidents in Tacoma from Thursday afternoon, July 31, last until Sunday morning, August 3, last.

A copy of this deposition is now in possession of the writer and is being forwarded herewith to the Bureau. It should be noted that this deposition is in no way as complete as the statement taken by the writer above and any setting out of this deposition in this communication would be superfluous.

Copies of this communication are being sent to the Butte, Portland, San Francisco and Chicago Offices for their information only. Unless advised by the Bureau to the contrary, instant investigation is considered closed by this office.

For the information of the Bureau, Captain R. G. BJORNING, Intelligence Officer, McChord Field, Ft. Lewis, Washington advised at the weekly O.N.I.-S.I.D.-F.B.I. Intelligence conference that the Public Relations Officer at McChord Field had received a telephone call from an individual at Army Air Forces Headquarters at Washington, D. C., during which call the Public Relations Officer was requested to obtain a signed statement from DAHL and CRISMAN which could be published and thus publicly close the matter. Captain BJORNING further related that he had no additional information in this matter and that he did not handle it.

Very truly yours,

JBWilcox

JACK B. WILCOX
Special Agent ~~in~~ Charge

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August 7,1947

HAROLD A. DAHL and FRED CRISMAN make the following foluntary statement to SA DAVID A. MAC CULLOCH of the Federal Bureau of Investigation.

In the early part of June 1947 we picked up some strange rock formations from a gravel pit on Maury Island, Washington. We sent a box (cigar) of these fragments to RAY PALMER of Venture Magazine at Evanston Illinois to have it analyzed.

Later PALMER wrote and asked for additional samples stating that he had failed to have them analyzed.

Around the later part of June a few days after the first disc stories started PALMER contacted us by phone. He told us not to tell the newspapers about the fragments and he would pay for an exclusive story if the fragments could be from a flying disc.

One of us told him the fragments could have been from a flying disc.

Just after our phone conversation HAROLD DAHL wrote a letter to RAY PALMER setting out some notes etc. regarding the fragments and indicating they could have come from flying discs.

The next thing we heard was about the first of July when we got a Trans Ocean Press telegram from Chicago asking ~~mx~~ about these flying disc fragments. We told them to forget the entire matter.

The next we heard of these fragments was when we were called by KENNETH ARNOLD to meet with him in the Winthrop Hotel on July 31,1947

We told him exactly how we had found the fragments and had forwarded them to PALMER to be analyzed.

The above is the entire and true story as regards our connection with the flying disc stories etc. which originated over the ore samples which we sent to be analyzed.

Fred L. Crisman
Harold Dahl

David A. Mac Culloch
F.B.I. Seattle 8/7/47.

STATE OF WASHINGTON)
) ss
COUNTY OF KING)

J. E. SMITH, being first duly sworn, on oath, deposes and says:

This is a narrative statement as to what took place in Tacoma from Thursday, July 31 until Sunday, August 3.

Thursday I received a telephone call from Tacoma from a Kenneth Arnold. The gist of this conversation was that he thought it would be a good idea for me to come to Tacoma and listen to the story of two men whose names were Fred Crismon and Harold Dahl. This Kenneth Arnold I had met two times previous -- once on July 5 at the office of the P.I. in Seattle for a very brief time and the second time in Boise, Idaho when I was passing through on one of my trips.

In this conversation with Arnold on the phone, I made the statement that it would be impossible for me to go over to Tacoma due to my going out to Salt Lake City the next morning. He said that he would fly over from Tacoma and pick me up at Boeing Field. I agreed to this proposition from Arnold. At 4 o'clock I met Arnold at the Boeing Field and we flew back and landed at Barry's Airport. We were picked up at the airport by Fred Crismon, who drove the two of us into the Winthrop Hotel. We went up to Room 502 -- Crismon, Arnold and myself.

Fred Crismon put a telephone call into Harold Dahl and asked him would he come up to the room. A half hour later Harold Dahl made his appearance. At this time there were four men in the room -- Crismon, Dahl, Arnold, and myself. Mr. Arnold asked Mr. Dahl to relate his story as to what took place on June 24. Mr. Dahl was very hesitant about telling the story to me. Arnold and Mr. Crismon were already aware of the statements that Dahl had made previous. Mr. Dahl made the statement to me that if any statements he would make relative to his story, if I would keep it confidential for two weeks, that he felt definitely that I would want to forget the whole thing. I made the statement to Mr. Dahl that as far as I was concerned, I would keep any statements he made to me confidential for at least two weeks.

Here is Dahl's story: On June 24 (this date to be checked later) he was in a boat owned by Fred Crismon, who owns the Harbor Patrol in Tacoma. They -- Mr. Dahl, a Mr. Knight, and Mr. Dahl's son age 16, were cruising around Maury Island looking for logs that had broken away from booms. They were fairly close to shore of Maury Island when they saw four or five objects in the sky at an altitude of approximately 1500 feet. He said these objects were

100 feet in diameter, circular in shape, and it appeared that there was a hole in the center of each as he could see the sky through this hole. He also mentioned that on the inside of the circle or the hole, that portholes were visible. Their speed was negligible as they appeared to hover over a given spot. One of these objects appeared to be in trouble. Another object came over and appeared to make contact. After making this contact for approximately two minutes, it rose to its original position.

At this time the object that appeared to be in trouble seemed to throw a lot of debris from one of the portholes. These objects then disappeared from view. Some of this debris that landed broke in the wheelhouse of the boat, the spotlight, and the klaxon. While this debris was falling, my boy and Mr. Knight got off the boat and hid under some logs. This debris that fell killed our dog and a sea gull. I asked Mr. Dahl what was done with the dog. He made the statement they threw the dog into the water.

This story was told to Mr. Crismon, who the next day went out to this Island to check on this story. He verified the fact of the damage to the boat, also to the fact that there appeared to be quite a few pieces of either rock or metal on the shore. Mr. Crismon also stated that while he was over there investigating on Maury Island, he also saw a disk. This disk was of the same shape and contour as the objects explained by Mr. Dahl.

At this point Mr. Arnold clarified for me as to the reasons he was investigating this story. Mr. Arnold stated that he received a letter from a Mr. Raymond Palmer, supposedly editor of the Venture Press, Evanston, Illinois. The gist of this letter was that Mr. Palmer received a letter from Mr. Dahl and Mr. Crismon, also a package of these fragments that were found on Maury Island. Mr. Palmer also made the statement in the letter that the Chicago University failed to analyze these fragments and that would Mr. Arnold please investigate the story. Mr. Arnold was sent a Western Union check for $200.00 to take care of any expense that he might incur while making this investigation.

Mr. Arnold had made a telephone call to Hamilton Field to contact a Captain Davidson and a Lieutenant Brown, who were with A-2 Intelligence at Hamilton Field, asking them would they make a trip to Tacoma to also listen to this story of Dahl and Crismon. When Mr. Arnold acquainted me with the fact that he had made this phone call in front of Mr. Dahl, Mr. Dahl made the statement that he would not tell this story to anybody in Army Intelligence. I made the statement to Mr. Dahl that if he felt this way, that he should not be in the room when these two Intelligence officers arrived. Mr. Dahl thought this was an excellent idea.

Mr. Dahl, Mr. Crismon, and myself left the hotel room to go downstairs as Mr. Crismon wanted to get some metal that was in the back of his car that he had picked up on Maury Island, to bring back to the hotel room. Mr. Harold Dahl departed.

At this time I made the statement to Mr. Crismon that I should like to pick up my car in Seattle. Mr. Crismon drove me to Boeing Field, Seattle. After leaving me at Boeing Field, he drove back to Tacoma and I drove my own car back to Tacoma. After I had put my car in the garage at Tacoma, I went up to the Winthrop Hotel and in the room at that time was Mr. Arnold, Mr. Crismon, and Captain Davidson from Army Intelligence. Lieutenant Brown was downstairs getting sandwiches and coffee. When Lieut. Brown came back, the stories were again related and Lieut. Brown made a statement that all the facts of these stories would be held in strictest confidence until released by Mr. Dahl.

After Mr. Crismon had told all the facts, relating not only his own story but that of Mr. Dahl, he asked for the opinion of both officers as to what they thought. Lieut. Brown made the statement that he would like to obtain some of these fragments to take back to Hamilton Field.

At this time Capt. Davidson and Lieut. Brown were debating the thought as to whether to stay over night in Tacoma or leave for Hamilton Field immediately, as the B-25 they were flying was supposed to be at Hamilton Field the next day for the Air Show.

The five of us then left the hotel room and went down to the hotel lobby where Mr. Brown made a telephone call to McChord Field asking them to send a driver to pick up Capt. Davidson and himself. Lieut. Brown came up to me and made the statement that he and Capt. Davidson were going back to Hamilton Field and that he would get in touch with me tomorrow and if after I had seen the fragments on Maury Island, if I thought in my own mind that this was authentic, they would immediately leave Hamilton Field and return. I was to hold this statement by Lieut. Brown in the strictest of confidence from the other group of three (Dahl, Crismon, and Arnold).

We then went down to the street where Mr. Crismon drove his car up in front and took out a box of fragments and gave this box to Davidson and Brown. While waiting for the driver from McChord Field, Lieut. Brown and I discussed Pacific operations and things not pertaining to this mission. Capt. Davidson and Lieut. Brown departed at approximately 12:45 A.M. Mr. Arnold and I went back to our hotel room after having a midnight snack.

Friday the 1st: At approximately 8 o'clock in the morning, Mr. Crismon called up our hotel room and acquainted us with the fact that the B-25 had crashed. Also that he had called McChord Field and from information he received also verified the fact that the two men in the ship were Capt. Davidson and Lieut. Brown, plus a flight engineer and a hitch-hiker. This left both Mr. Arnold and myself in a very bad state of concern. Approximately an hour later Mr. Crismon and Mr. Dahl made their appearance in the hotel room. I still wasn't sure that this was the same B-25 that the two Intelligence officers had left in last night. Mr. Crismon then again called McChord Field and talked to a Colonel Gregg and the fact was verified again that the two pilots were Davidson and Brown.

After an hour or so Mr. Crismon and Mr. Dahl left the hotel room with a plan in mind of the four of us meeting the next morning (Saturday) for breakfast and going out to Maury Island.

That evening (Friday) there was a message for me to call this particular telephone number that was on the message. I called this number and was asked by the party to please call them from a paystation. This party was a Mr. Lantz, a reporter on the Tacoma Times. He told me, "I most certainly am doing myself out of a good story but I thought you ought to know that somebody has been calling this paper and giving us a blow-by-blow description of all that has taken place in your room since you arrived." To verify this, Mr. Lantz repeated back to me discussions that I felt had only been taking place in our room.

Mr. Lantz also made the statement that there was a leak either from the switchboard operator or our room had been tapped. I asked Mr. Lantz why he was tipping us off with this information. He made the statement that he didn't mind doing this if in return that any information that I may let out would be given to him. After this conversation with Mr. Lantz I went back to our room and told Mr. Arnold what took place on the telephone.

Saturday morning: Mr. Arnold and I met Mr. Dahl and Fred Crismon for breakfast. We then drove out to the boat to go to the island. The boat was unserviceable at the time so we went back to the hotel. Mr. Crismon said that he would call later on in the day and let us know when the boat would be repaired. That was the last time I saw Mr. Crismon.

Approximately 11 o'clock Saturday morning Mr. Crismon phoned me and made the statement it would be impossible for him to keep this appointment with me. We were cut off by the switchboard operator as this was classified as not an emergency call. The reason we were cut off was due to a strike in all the Tacoma hotels.

Mr. Lantz called up and said if I would call him at 8:30 that evening, he would have some additional information for me. I called Mr. Lantz at 8:30 that evening. He told me that this anonymous caller had again called a Mr. Marillo of the United Press and said that one of the parties that Mr. Arnold and I had come down to see was flown to Alaska. Also he made the statement Mr. Smith would be called to Wright Field Tuesday. This anonymous caller made the statement to Mr. Marillo that this B-25 was shot down. Mr. Marillo asked this person calling what his interest was. This anonymous caller made a statement - "Don't think I am doing it for the newspapers. All I am interested in is seeing that this information gets back to New Jersey."

After I finished the conversation with Mr. Lantz, I went over to the United Press and talked with Mr. Marillo and had him read back to me the conversations that he had had with this anonymous caller. But no opinions at this time were voiced either by me or Mr. Marillo.

Sunday morning I called a Major Sander of S-2 McChord Field and asked him to meet me at the Winthrop Hotel at 11 o'clock. I met this Major Sander at 11 o'clock and we drove to a small coffee shop on the Tacoma Highway where this complete story was related to him by me. We then drove back to the Winthrop Hotel where Major Sander was introduced to Mr. Arnold by me and again listened to Mr. Arnold's story. Mr. Arnold and I departed from the Winthrop Hotel Sunday afternoon at approximately 4:30.

This is to certify that the foregoing statement was taken before me, a notary public; that prior to making said statement, the witness was first sworn to tell the whole truth and nothing but the truth; that the statement was then reduced to writing and signed by me on the _____ day of August, 1947.

IN WITNESS WHEREOF I have hereunto set my hand and official seal the day and year last above written.

_____
Notary Public in and for the State of Washington, residing at Seattle.

69-8384-106

Affidavit of EMIL J. SMITH

Re: FLYING DISCS SIGHTED BY FRED CRISMAN and HAROLD A. DAHL,
Tacoma, Washington
SM - X

62-83894-106

Signed statement of Fred L. Crisman and Harold A. Dahl

Re: FLYING DISCS SIGHTED BY FRED CRISMAN and HAROLD A. DAHL
Tacoma, Washington
SM - X

62-83894-106

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

Mr. Clegg
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Penhington
Mr. Quinn Tamm
Miss Gandy

TO : Director, FBI - AIR MAIL

DATE: August 26, 1947

FROM : SAC, San Francisco

SUBJECT: REPORTS OF FLYING DISCS

There are being transmitted herewith to the Bureau photostatic copies of three reports received from Lieutenant Colonel DONALD SPRINGER, A-2, Fourth Air Force, Hamilton Field, California, involving reported sightings of flying discs.

The Los Angeles Office is being furnished with a photostatic copy of the report of Lieutenant Colonel SPRINGER dated August 18, 1947 concerning the investigation conducted at the Muroc Flight Test Base, Muroc, California.

The Butte Office is being furnished with a photostatic copy of the report of Lieutenant Colonel SPRINGER dated August 20, 1947 which sets forth a letter received from Mr. R. J. MADDEN, Division Plant Engineer, Pacific Telephone and Telegraph Company, Helena, Montana.

This office is maintaining contact with Lieutenant Colonel SPRINGER and will furnish the Bureau with a subsequent report from him concerning the observations of Mr. RAY A. SWITZER, Sacramento, California, who has reported certain observations which he believes may involve a flying disc at Placerville, California, on August 14, 1947.

~~DEPARTMENT RECORDING~~

HMK:EMB
Enclosures - 3
cc Los Angeles (with enclosure)
Butte (with enclosure)

Fletcher

RECORDED & INDEXED 32

162-83894-107

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CONFIDENTIAL

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DECLASSIFIED
Authority:
NND 90986

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

TITLE Investigation of Flying Disc.

INVESTIGATION MADE AT Muroc AAF, Muroc, Calif.

CONTROLLING OFFICE Air Defense Command, Mitchel Field.

FILE NO. 1208-I

PERIOD COVERED 8 July 1947

CASE CLASSIFICATION Incident

DATE 18 August 1947

STATUS OF CASE Pending

REASON FOR INVESTIGATION: Investigation initiated at request of Air Defense Command reference ltr Hq ADC, dtd 7 Jul 47, file D333.5 ID, subj: Investigation of Flying Disc.

SYNOPSIS:

On 8 July 1947, approximately 1000 hours, two incidents occurred in the vicinity of Muroc Flight Test Base.

No further investigation of these incidents is being considered by this headquarters.

DISTRIBUTION	COPIES
AAF	2
ADC	1
6th Army	1
FBI, S.F.	1
File 4AF	1

APPROVED:

DONALD L. SPRINGER, Lt. Col., GSC
AC of S, A-2

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
AUG 21 1947
SAN FRANCISCO

ROUTED TO

Incl #1

W. D., P. M. G. Form No. 110
1 April 1944
(This form supersedes W. D., O. C. S. Form No. 19, which will not be used upon receipt of this revision)

CONFIDENTIAL

62-83894-107

0 ENCLOSURE

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given orally by Colonel Gilkey, Commanding Officer, Muroc Army Air Field, Muroc, California, given to Captain Harry D. Black, Intelligence Officer, on 11 August 1947.

Colonel Gilkey, stated that the object he saw, he believed at the time to be paper and of no significance or the objects not important enough to be reported. There was nothing clearly enough seen by the Colonel to make any further reports justifiable.

This oral statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s harry d. black
CAPT. HARRY D. BLACK, MAC

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Major Richard R. Shoop, Office of Chief of Tech. Engineering Division, Muroc Army Air Field, Muroc, California, statement given on 11 July 1947.

At approximately noon on 8 July 1947, my attention was called to an object in the air by Colonel Gilkey. I observed between five (5) and eight (8) miles to the North what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying caused the sun to reflect like an apparently aluminum colored surface. The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again. It climbed to a fairly high altitude and moved off slowly into the distance. The object appeared to be the size of a pursuit airplane but did not have the shape of a conventional plane. The time that the object was in view was approximately eight (8) minutes. This same object was seen by my wife at the same time.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s richard r. shoop
MAJOR, RICHARD R. SHOOP, AC

WITNESS:

s/s thomas a. mcmillan
THOMAS A. MC MILLAN

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by T/Sgt. Joseph Ruvolo, 4144th. AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt J. C. McHenry, Billeting Officer.

This is my own written statement of what I saw on July 8, 1947.

I am NCO in charge of the Billeting Office, this Field, and First Lieutenant Joseph C. McHenry, is Billeting Officer in Charge.

About 09:45 he was returning from the Post Exchange when he called to me to come outside and asked me to look up to where he was pointing and to my surprise I saw two (2) flying objects which appeared to me like two (2) flying disc or saucer shaped silver colored objects, flying in a northwestern direction at speed approximately 350 or 400 miles per hour and at an altitude of about 7500 or 8000 feet. I could not hear a motor roar like one of our planes and it could not have been a balloon.

I am of good health and sound mind and this was no hallucination.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s joseph ruvolo
S/SGT JOSEPH RUVOLO

WITNESS:

s/s thomas a mc millan
THOMAS A. MC MILLAN

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by 1st. Lt. Joseph C. McHenry, Billeting Officer, Muroc Army Air Field, Muroc, California, statement given on 11 July 1947, to Mr. Thomas A. McMillan, CIC S/A. this Station.

The following statement concerning the actual observance of what has been termed as a "flying Disc" or a "flying Saucer" is true and correct and it will be noted that the above mentioned observance was made by me personally while enjoying complete health in mind and body.

On Tuesday 8 July 1947, at approximately nine-thirty A.M. (09:30) I was in conversation with personnel in the Post Exchange Office. My part of this conversation was as follows:

"Someone will have to show me one of these Disc before I will believe it."

Upon leaving the Post Exchange, I went directly to my Office and before entering heard one of our local aircraft in the traffic pattern. Looking up, as I always do I observed the aircraft, and looked slightly to the left, whereupon I observed two (2) silver objects of either a spherical or disc-like shape, moving about three hundred (300) miles an hour, or perhaps less, at approximately eight thousand (8000) feet, heading at about three hundred twenty degrees (320°) due north.

When I first observed these objects I called S/Sgt. Gerald E. Nauman, T/Sgt. Joseph Ruvolo and Miss Jannette Marie Scotte who immediately came to where I was standing. I pointed in the direction of the objects and asked them the question "Tell me what you see up there." Whereupon, all the three (3) with sundry comments stated, "They are flying Disc". To further verify my observance I asked them to tell me in what direction the objects were traveling, without indicating their direction myself, and again, all three (3) in a consistent nature stated that the objects were moving toward Mojave, California.

I had time to look away several times and renew my vision of the objects to make sure that there were not any results of eye strain, or in any nature an optical illusion. The objects in question were not repeat, were not aircraft, the objects could not have been weather balloons released from this station, since they were traveling against the prevailing wind, and since the speed at which they were traveling and the horizontal direction in which they were traveling, disqualified the fact that they were weather balloons.

COPY

After the observance of these phenomenon and hoping that I might have time to enlist further witnesses, I immediately ran into the dispensary to get personnel who are Medical Officers to verify, for my own curiosity, the actual observance of these objects, but by the time I reached the back porch of the dispensary, Mrs. A. C. Naum, who is a registered nurse, and about seven (7) other personnel were with me, the objects, had by that time, disappeared, due to the speed with which they were traveling. Upon further investigation, two (2) of us at the same time sighted another object of a silver spherical or disc-like nature at approximately eight thousand (8000) feet, traveling in circles over the North-end. I called the objects to the attention of Mrs. Naum and pointedit out to the other personnel standing near by. All of us saw the object, with the exception of two (2) out of seven (7) personnel. All of us looked away from the object several times to make sure there was no eye strain or from permitting the object to become an optical illusion.

From my actual observance the object circled in too tight a circle and too severe a plane to be any aircraft that I know of. It could not have been any type of bird because of the reflection that was created when the object reached certain altitudes. The object could not have been a local weather balloon for it is very impossible that a weather balloon would stay at the same altitude as long and circle in such a consistent nature as did the above mentioned object.

I am familiar with the results of too constant vision of the sun or any bright object and am aware that optical illusions are possible and probable. I wish to make this statement that the above mentioned observance was that of actual subject matter.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s joseph c. mc henry
1ST LT JOSEPH C. MC HENRY AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Major J. C. Wise, Test Pilot, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, This station, on 13 August 1947.

On 7 July 1947, at approximately 10:10, while running up the XP-84 on the ground I noticed everyone was looking up into the air. Off to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 200 to 225 MPH, and heading from west to east.

The object was yellowish white in color and I would estimate that it was a sphere about 5 to 10 feet in diameter.

I did not have time to chase it in a P-80.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s j. c. wise
MAJOR J. C. WISE, AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Captain John Paul Strapp, Flight Test, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, this Station, on 12 August 1947.

At 11:50 hours, 8 July 1947, while the undersigned was sitting in an observation truck located in Area # 3, Rogers Dry Lake, for the purpose of observing a P-82 ejection seat experiment, the following unfamiliarity was observed.

The undersigned was gazing upward toward a formation of two (2) P-82's and an A-26 aircraft flying at 20,000 feet, preparing to carry out a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occurred. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which was ejected thirty minutes later. As it fell it drifted slightly north of due west against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity 50-80 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct ovular outline, with two (2) projections on the upper surface which might have been thick fins or nobs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke flames, propellar arks, engine noise, or other clasuable (?) or visible means of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that comes into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 90 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people include:

Mr. Lenz - Civilian, Wright Field, Dayton, Ohio
(Other names not given)

The following is my own personal opinions about this object:

1. I think it was a man-made object, as evidenced distaintly by the outline and functional appearance.

COPY

2. It's size was not far from 25 feet with a parachute canopy.

3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other fancies of a sense.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s john paul strapp
CAPTAIN JOHN PAUL STRAPP, AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given on 14 July 1947, by Jannette Marie Scott, Secretary to 1st Lt J. C. McHenry, Billeting Officer, Muroc Army Air Field, Muroc, California.

I am fully aware of my Civil and Constitutional Rights, and understand prior to making this statement.

On Tuesday morning 8 July 1947, at approximately 10:00, while typing some cards, and taking care of my routine work, Lieutenant McHenry called me, along with T/Sgt. Joseph Ruvolo and S/Sgt. Gerald E. Nauman, to the front of B.O.Q. "A" Bldg. Pointing up in a direction directly above me he asked us to explain what we saw. There were two, silver colored disc like objects flying toward Mojave, California, one directly back of the other, at a speed of about 300 to 400 miles per hour, having an altitude of approximately 8000 feet. I listened carefully for a few minutes, and heard no drone, such as should be heard from any aircraft. I also cast my eyes to another direction and looking back to the same spot, I was able to distinguish the same objects again. Having assured myself that there was no eye-strain, I was convinced these objects were not weather balloons due to the horizontal position in which they were flying. Nor could they have been birds of any nature, due to the definite reflection from the sun rays.

I have been on this Base, considering an absence of six months, approximately eighteen months, and am familiar with all type aircraft.

About three or four minutes, after these flying objects had nearly disappeared, I glanced around and sighted another flying object, similar to the above montioned objects. This flying object was silver colored and was in the shape of a disc. Unlike the first two this object was flying in a tight circle, neither losing nor gaining altitude, at approximately eight thousand feet, therefore I was convinced it could not have been a weather balloon, and because of the tight circle it could not have been any type aircraft.

This statement was given freely and voluntarily without threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

I am of sound mind and body, and swear that this statement is true and correct.

s/s jannette marie scott
Jannette Marie Scott

WITNESSES:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by S/Sgt. Gerald E. Mauman, 4144th AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt. J. C. McHenry, Billeting Officer.

On the eight of July 1947 at ten o'clock (10:00) in the morning I observed personally two (2) flying disc, flying in a north west direction at an estimated altitude of seven or eight thousand feet, traveling at approximately three or four hundred miles per hour.

Just a few minutes before this I was in the Billeting Office and First Lieutenant Joseph C. McHenry, called me and two (2) others outside. He then asked us what we saw. I saw two (2) objects with my own eyes, and I am now and was then in perfect physical condition. I have 20-20 vision and I am positive these two (2) objects could not have been Aircraft, weather balloons or birds. Due to the altitude in which they were flying, they gave off a definite reflection from the rays of the sun.

In addition to these two (2) disc I saw another object a few minutes later at the same altitude doing certain maneuvers such as flying in a tight circle. The two disc had already disappeared. This object to my knowledge of aircraft could not have been an airplane because of the very tight maneuver it was undergoing. I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this. If necessary I can and will swear to this statement.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s t. c. robinson
PFC T. C. ROBINSON

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

UNIDENTIFIED OBJECT
4AF-1208-I
20 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 20 August 1947, this agent and Special Agent Hubbard interviewed Mr. Ray A. Switzer, Insurance Adjustor, at his home, 3431 David Way, Sacramento, California, and he stated in substance: On the afternoon of 14 August 1947, he was driving his automobile from Placerville, California, on the Cedar Ravine Road. Mr. Switzer's wife was in the front seat of the automobile and Mrs. Switzer's mother and the two Switzer children were in the back seat of the car. At about 1600 hours they were at a point approximately five miles southwest from Placerville when Switzer saw a white smoke trail out of the corner of his eye. In searching for a rocket ship (P80) he saw an object, four to six feet in length, ten to fourteen inches wide, and of a metal color, bright like highly polished chromium. In relation to the travel of the automobile the object was first seen at 1030, and when the object was reached a point at approximately 1200, it was engulfed in a puff of dark gray smoke about ten feet in diameter. The object was traveling at a terrific rate of speed and seemed to be in a very shallow dive. When the puff of smoke appeared, the object disappeared completely and there were no particles seen to have fallen from the smoke. The point where the object was engulfed in the smoke was about eight hundred yards distant (in front of) Switzer with no possibility of the object being hidden from view by vegetation or terrain. The object appeared rectangular in shape except for one very short period of time it appeared to have a top surface that was very slightly curved. Mr. Switzer turned to tell his wife about the object and found her with her mouth open in an effort to say something and with her hand in a pointing gesture toward where the object had disappeared. The object was not very high in relation to the terrain and seemed to be following the contour of a canyon.

2. In a separate interview Mrs. Switzer concurred in the information obtained from Mr. Switzer with the following exceptions: The smoke trail and the puff that engulfed the object appeared dark gray in color and there was no change in the color. Mrs. Switzer estimated the object to be about five feet long and about a foot wide with the top surface being slightly curved. The object appeared to be some larger in front than in the rear.

AGENT'S NOTES: At the time this object was seen, the sun was to the Switzer's back, the sky was clear and the object gave off a very bright reflection. Mr. Switzer has been connected with the field of insurance investigation for the last eighteen years and appears to be a man not desirous of publicity. The other passengers of the car did not see the object. Mr. Switzer is in the process of moving to a ranch near Placerville, Calif., and his new address will be Box 43, Aukum, Eldorado County, Calif. Arrangements have been made to meet Mr. Switzer at 1400, 26 Aug 47 at Raffels Hotel, Placerville, Calif., for the purpose of going back over Cedar Ravine Road to the point where the object disappeared.

Bryden E. Moon, Special Agent, 4AF CIC

AUG 22 1947
SAN FRANCISCO
RECEIVED

~~CONFIDENTIAL~~

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

20 August 1947

SUBJECT: Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Dept. of Justice, Federal Office Building, Room 422, San Francisco, Calif.

1. The attached letter was received by this office from Mr. R. J. Madden, Division Plant Engineer, Pacific Telephone and Telegraph Company, on 15 August 1947.

2. No further investigation will be made of this reported incident by this headquarters.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
As indicated.

DISTRIBUTION:
AAF - 2 cys
ADC - 1 "
6th Army - 1 cy
FBI - 1 cy

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
AUG 21 1947
SAN FRANCISCO
ROUTED TO

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

COPY

427 W. 3d Avenue
Spokane, Washington
August 8, 1947

Military Intelligence Division, U.S.A.
McChord Field, Washington

Gentlemen:

Following the reading of an account of the visit of Mr. Kenneth Arnold, Boise, Idaho, as published in the Spokesman Review under date of August 7, 1947, the undersigned considered the enclosed account of an observation of a "flying saucer" would be of interest to you.

This account has not been given to any newspaper or other publication as yet.

Yours truly,

/s/ R. J. Madden
R. J. MADDEN,
Division Plant Engr.
The Pac. Tel. & Tel. Co.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
AUG 21 1947
SAN FRANCISCO
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Report on a "Flying Saucer"

At or about 12:05 p.m., July 29, 1947, a sedan, driven by Steve Herrmann and carrying R. J. (Bob) Madden in the front seat and Karl Herrmann in the rear seat, was proceeding northwesterly along the road leading from Canyon Ferry to York, both in Montana some 25 miles N.E. of Helena.

When at a point approximately ¼ mile N.W. of Canyon Ferry, (as shown on Forest Service Map to be in the NE¼ of NE¼ of Sec. 10 T10N R1W) Karl suddenly shouted "See it! See it! There's a flying saucer!" Steve immediately slowed down and gradually brought the sedan to a stop, he and Bob meanwhile scanning the sky in the direction pointed by Karl in an effort to see the "flying saucer", but without success.

Approximately ten seconds elapsed between the time Karl reported seeing the "saucer", coming over the horizon at high speed from the southwest,(Karl first thought it a meteor) and travelling northeasterly, and the bringing of the car to a stop.

As the car came to a stop, Steve, Karl and Bob, simultaneously, saw the following:

Directly ahead, (N.W) 2 to 3 miles distant and approximately 3000 ft. above the ground, a bright disc hovering and fluttering in the air. Descending and rising through a vertical distance of fifty or a hundred feet for a period of about five seconds then, while at the top of an ascent, the "disc" suddenly swooped to the Northeast at tremendous speed and disappeared into the clear air within a distance of 200 ft. That is to say it did not pass beyond an obstruction to further visibility but "melted into thin air" as if because of tremendous speed.

This disc was, from the viewpoint of the observers, apparently 3 ft. in diameter, circular and of no great thickness - approximately 3 or 4 inches.

The sky was blue with scattered small clouds, the sun was shining brightly and the disc gleamed and shimmered in the bright sunlight as if covered with highly polished nickel.

After the "disc" disappeared from view, the sedan and its occupants proceeded northwesterly along the road, but could discern no evidence of the presence of the "disc" along or adjacent to that therefare.

It is to be remembered that the dimensions as stated above were as they appeared to the observers some 2 or 3 miles from the "disc" and the true dimensions must be considerably greater.

/s/ R. J. Madden,
R. J. MADDEN,
Division Plant Engr.
The Pac. Tel. & Tel. Co.

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR

DATE: 9-15-47

FROM : SAC, San Francisco

SUBJECT: REPORTS OF FLYING DISCS

Reference is made to my letter dated August 26, 1947. Enclosed is a copy of a letter dated September 9, 1947 from Lt. Colonel DONALD L. SPRINGER, of A2, with a memorandum prepared by BRYDEN E. MOON, 4th Air Force CIC on August 20, 1947 and August 26, 1947. The memorandum contains information regarding observations of RAY A. SWITZER of Sacramento, California.

Also enclosed is a letter dated September 10, 1947 from Colonel SPRINGER with attachment dated September 9, 1947.

For the information of the Bureau, KENNETH ARNOLD of Boise, Idaho, who has been repeatedly interviewed in this matter by A2, has expressed his intention to A2 of selling for publication his detailed account of his investigation of flying discs.

62-2938
DWK.

I. D. Air Forces aware of these incidents.
5 ENC. 9/23/47

Reynolds
Fletcher

EX-64

62-83894-108
F B I
15 SEP 24 1947

RECORDED

EX-64

6 OCT 2 1947

~~CONFIDENTIAL~~

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

9 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Room 422, Federal Office Building, San Francisco, California.

Attached MOIC for your information.

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC, Moon, dtd 20 Aug 47.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
SEP 12 1947
SAN FRANCISCO, CALIFORNIA
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COPY

1030 hours 18 August 1947

Telephone message received from Mr. Al Rock, City Editor, Oakland Tribune:

Mr. Ray A. Switzer, 3431 David Way, Sacramento 2, Calif, and insurance executive with the firm of McGuire and Wallis, of Sacramento, reported the following incident:

At 4:P.M. on August 14, while driving on Cedar Ravine Road, 4 to 5 miles southeast of Placerville, Calif, he, accompanied by his wife, observed a "vapor" trail moving from north to south. Closer observation revealed a piece of "shiny metal" at from 500 to 1000 feet altitude moving at a "high rate of speed". The object appeared to be more "rocket-shaped" than disc-shaped. It appeared to be approximately 5 feet in length and was "tilted in a semi-circle".

The object struck the ground with a "puff of black smoke" about 100 feet below the top of a hill which was approximately 750 feet ahead of the automobile driven by the observer. An intervening canyon prevented investigation of the location where the object was observed to have landed.

The observer is able to identify the location where the object was observed to land.

(Mr. Switzer is a University of California graduate, and is personally known by members of the Oakland Tribune staff. He is a brother-in-law of Col. Gray of the Marine Hospital of Southern California)

~~CONFIDENTIAL~~

UNIDENTIFIED OBJECT
4AF-1208-I
20 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 20 August 1947, this agent and Special Agent Hubbard interviewed Mr. Ray A. Switzer, Insurance Adjustor, at his home, 3431 David Way, Sacramento, California, and he stated in substance: On the afternoon of 14 August 1947, he was driving his automobile from Placerville, California, on the Cedar Ravine Road. Mr. Switzer's wife was in the front seat of the automobile and Mrs. Switzer's mother and the two Switzer children were in the back seat of the car. At about 1600 hours they were at a point approximately five miles southwest from Placerville when Switzer saw a white smoke trail out of the corner of his eye. In searching for a rocket ship (P80) he saw an object, four to six feet in length, ten to fourteen inches wide, and of a metal color, bright like highly polished chromium. In relation to the travel of the automobile the object was first seen at 1030, and when the object reached a point at approximately 1200, it was engulfed in a puff of dark gray smoke about ten feet in diameter. The object was traveling at a terrific rate of speed and seemed to be in a very shallow dive. When the puff of smoke appeared, the object disappeared completely and there were no particles seen to have fallen from the smoke. The point where the object was engulfed in the smoke was about eight hundred yards distant (in front of) Switzer with no possibility of the object being hidden from view by vegetation or terrain. The object appeared rectangular in shape except for one very short period of time it appeared to have a top surface that was very slightly curved. Mr. Switzer turned to tell his wife about the object and found her with her mouth open in an effort to say something and with her hand in a pointing gesture toward where the object had disappeared. The object was not very high in relation to the terrain and seemed to be following the contour of a canyon.

2. In a separate interview Mrs. Switzer concurred in the information obtained from Mr. Switzer with the following exceptions: The smoke trail and the puff that engulfed the object appeared dark gray in color and there was no change in the color. Mrs. Switzer estimated the object to be about five feet long and about a foot wide with the top surface being slightly curved. The object appeared to be some larger in front than in the rear.

AGENT'S NOTES: At the time this object was seen, the sun was to the Switzer's back, the sky was clear and the object gave off a very bright reflection. Mr. Switzer has been connected with the field of insurance investigation for the last eighteen years and appears to be a man not desirous of publicity. The other passengers of the car did not see the object. Mr. Switzer is in the process of moving to a ranch near Placerville, Calif., and his new address will be Box 43, Aukum, Eldorado County, Calif. Arrangements have been made to meet Mr. Switzer at 1400, 26 Aug 47 at Raffels Hotel, Placerville, Calif., for the purpose of going back over Cedar Ravine Road to locate the point where the object disappeared.

Bryden E. Moon, Special Agent, 4AF CIC

UNIDENTIFIED OBJECT
4AF-1208-I

AGENT'S NOTES: Forester Young will communicate with the AC of S, A-2, Headquarters Fourth Air Force, Hamilton Field, California, if any information regarding wreckage of an aircraft is located in the area in question. Young was not informed of the mission and was led to believe that the mission was an effort to locate possible aircraft wreckage in the area.

Bryden E. Moon, Special Agent, 4AF CIC

3. On 26 August 47, S/A Hubbard and this agent contacted Mr. Ray Switzer, Insurance Adjustor at the Raffels Hotel, Placerville, California. After traveling Cedar Ravine road to a point nine miles southeast of Placerville, known as Buck's Bar, Switzer decided that the place from where he had observed the object on 14 Aug 47 was nearer to Placerville. After a thorough check of the road, Switzer believed the spot where he had observed the object to be on the ridge just north of Webber Creek where the road breaks over the summit. This point is two miles from the Raffels Hotel, Placerville, California, on the Cedar Ravine Road. As the road approaches the summit it curves to the left which would provide an observer from an automobile a sweeping view through 40° of the canyon and the horizon on the south side of Webber Creek. This point of observation lies 38° 42' 45" North Latitude and 120° 47' 15" West Longitude. The elevation at this point is 2,000 feet above sea level. The horizon from this point in the south is formed by a series of mountain peaks which lie generally through 38° 39' 45" and which are on the south side of Squaw Hollow Creek, a distance of four miles, and ranging in elevation from 2,300 feet to 2,500 feet above sea level. Switzer was not definite as to what part of the field of view he had seen the object and indicated that it could have been as far as the horizon. Any object, or particles of an object, that Switzer saw, if on the ground on the field of view, would be in a six square mile area of wooded, mountainous terrain which is full of canyons and ravines.

AGENT'S NOTES: This agent believes that Switzer could have seen an aluminum surfaced conventional type aircraft which, due to the distance at which he observed it, distinguishing features were not seen because of the bright reflection and the short period of observation. The aircraft would have been coming from the left as Switzer turned to the left, thereby giving the effect of a much greater speed than the object was really traveling. This agent has no explanation as to the smoke trail observed by Switzer. If reconnaisance is desired of the area to see if anything can be located on the ground, this agent suggests that a small type aircraft similar to an L-5, be used in low level flight between the hours of 1100 to 1300. Switzer was very cooperative and expended much of his own time in an effort to be of as much service as possible. Switzer will communicate with the AC of S, A-2, Headquarters Fourth Air Force, Hamilton Field, California, in the event of any report of aircraft wreckage in the area.

4. On 26 Aug 47, a check with Ranger Dixon, State Forest Service, Camino, California, and George B. Young, Forester, Federal Forest Service, Placerville, California, provided the following information: There has been no forest fires or reported aircraft crashes in the area in question within the last month.

Bryden E. Moon, Special Agent, 4AF CIC

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

10 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Room 422, Federal Office Building, San Francisco, California.

Attached MOIC for your information.

FOR THE AC OF S, A-2:

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC, Hubbard, dtd 9 Sep 47.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
SEP 12 1947
SAN FRANCISCO, CALIFORNIA
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4AF-1208-I
Incident
9 September 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

Mr. Ward L. Stewart, 1242 Milvia Street, Berkeley, California, was interviewed 8 September 1947 at his place of employment, the Hearst Mining Building, University of California, concerning flying objects he reported to have seen on 29 July 1947 while with Captain William H. Ryherd of the 415th AAF BU (RT). Mr. Stewart stated in substance that he was a 1st Lt in the Reserve and that on the 29th of July 1947 shortly after 12 noon he and Captain Ryherd had just landed from a routine training flight when Captain Ryherd called Mr. Stewart's attention to an unidentified flying object that was following a P-80 aircraft at a terrific rate of speed. Mr. Stewart estimated the P-80 to be flying at approximately 250 miles per hour on a preliminary approach to landing at Hamilton Field. In Mr. Stewart's estimation the object he saw following the P-80 maintained a speed of three to four times that of the aircraft. A moment later a second object appeared and flew a course described as something similar to a fighter aircraft's maneuvers when accompanying heavier ships, or a left to right movement, over the object first sighted. Mr. Stewart stated that this maneuvering continued until the objects were out of sight. He estimated the time to be approximately 15 seconds, the course approximately 120 degrees. Mr. Stewart could not estimate the size of the objects nor actual altitude, though he did not believe them to be beyond six thousand feet. Mr. Stewart described the objects as being milky white in color, and unlike any conventional type aircraft he had ever seen. When questioned whether he was familiar with the Navy "Flapjack", Mr. Stewart stated that he was, and that he was certain the objects he reported seeing were not of this nature.

AGENT'S NOTES: Mr. Stewart is a former officer of the U.S. AAF and a B-29 pilot of considerable experience. Mr. Stewart does not convey the impression of being the kind of person who would "imagine" that he was seeing objects, nor has he any apparent desire for publicity. Mr. Stewart is in charge of machine shops at the University of California, Berkeley, California.

LESLIE S. HUBBARD, S/A, CIC ADC 4AF

Incl:

CONFIDENTIAL

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
AUG 15 1947
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Mr. H. A. Tamm
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Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

FBI BUTTE 8-15-47 5-50 PM VGW

DIRECTOR, FBI URGENT

FLYING DISCS. ON INSTANT ~~DATEAXXXX~~ DATE, AL W. HAWKINS, COUNTY COMMISSIONER AND EX SHERIFF, TWIN FALLS, IDAHO, AND ~~JMXXX~~ J. H. BROWN, IDAHO STATE WAREHOUSE INSPECTOR, SAME COMMUNITY, ADVISED THAT ON WEDNESDAY MORNING, AUGUST THIRTEEN LAST, AT APPROXIMATELY NINE THIRTY AM WHILE FISHING IN RIVER APPROXIMATELY FORTY MILES SOUTHWEST OF TWIN FALLS, IDAHO, IN ISOLATED COUNTRY, THEY SAW TWO OBJECTS FLYING THROUGH AIR AT GREAT HEIGHT, WHICH ~~APPRXXXX~~ APPEARED TO BE DISCS, AND AT SAME TIME HEARD ROAR SIMILAR TO NOISE CREATED BY MOTOR TRUCK. INFORMANTS ADVISED OBJECTS MOVING VERY RAPIDLY AND ~~TAXXXX~~ THAT THEY EACH APPEARED TO BE APPROXIMATELY SIX FEET IN DIAMETER. OBJECTS QUICKLY DISAPPEARED FROM SIGHT AND HAVE NOT BEEN SEEN SINCE . NO FURTHER DESCRIPTION THESE OBJECTS PRESENTLY AVAILABLE. FURTHER INVESTIGATION BEING CONDUCTED BY THIS DIVISION PURSUANT TO BUREAU BULLETIN NO. FORTY TWO, SUB DIVISION B, DATED JULY THIRTY NINETEEN FORTY SEVEN. BUREAU WILL BE PROMPTLY INFORMED OF ALL PERTINENT DEVELOPMENTS.

BANISTER

END

RECORDED 62-83894-109
INDEXED 15
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50 SEP 29 1947
EX-56

HOLD PLS

7-54 PM OK FBI WA BW

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AUG 15 7 55 PM '47
F.B.I. DEPT. OF JUSTICE

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: August 28, 1947

FROM : SAC, SAN FRANCISCO

SUBJECT: REPORTS OF FLYING DISCS

ATTENTION: ASSISTANT DIRECTOR D. M. LADD

On August 27, 1947, Lt. Colonel DONALD SPRINGER, A-2, Fourth Air Force, Hamilton Field, California, advised that the Area Intelligence Requirements Division Office of the Assistant Chief of Staff, A-2 Headquarters, requested that one WILLIAM RHOADS of Phoenix, Arizona, be completely interviewed in connection with a report that he had seen on July 7, 1947, what he believed were flying discs. RHOADS is supposed to have taken several pictures of the discs with a 620 Box Camera.

A previous report of this reported sighting of flying discs was forwarded the Bureau on August 8, 1947.

Colonel SPRINGER has advised that GEORGE F. FUGATE, Jr., an intelligence agent of A-2 stationed at Long Beach, California, would arrive in Phoenix, Arizona, on or about September 2, 1947, and would be instructed to contact the Phoenix Field Division Office.

In accordance with Bureau Bulletin No. 42, Series 1947, it is felt that an agent from the Phoenix Field Division should interview WILLIAM RHOADS at 4333 North 14th Street, Phoenix, if RHOADS has not already been interviewed. Colonel SPRINGER indicated that Mr. FUGATE should, if possible, sit in on this interview.

A copy of the report from A-2 dated August 4, 1947, along with three photographic prints of the pictures allegedly taken by Mr. RHOADS, is being enclosed for the Phoenix Field Division.

WWR/jo
62-2938
2 cc Phoenix (Encl.) (AMSD)

AIRMAIL SPECIAL DELIVERY

RECORDED & INDEXED 62-83894-110 F B I 32 15 SEP 24 1947

EX-56

30 OCT 2 1947

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INTERNAL SECURITY
F. B. I.

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

65-477

TO : Director, FBI

DATE: August 27, 1947

FROM : SAC, Butte

SUBJECT: FLYING DISCS SIGHTED BY
FRED CHRISMAN AND HAROLD A. DAHL,
TACOMA, WASHINGTON
SECURITY MATTER - X

Re Seattle tels August 7, 1947, and August 12, 1947, in the above captioned matter.

KENNETH ARNOLD, Route 1, Mountain View Drive, Boise, Idaho, was interviewed at the Boise Resident Agency, Boise, Idaho, by SA JOSEPH E. JETTE on August 19, 1947. Mr. ARNOLD advised that he received a letter from RAYMOND A. PALMER, Editor, Venture Press, Evanston, Illinois, dated June 26, 1947, in which Mr. PALMER advised that he was interested in publishing an article in his magazine concerning the flying discs seen by Mr. ARNOLD near Mount Rainier on June 24, 1947, which letter is being enclosed to the Bureau. Mr. ARNOLD stated that he did not give much thought to PALMER's letter until PALMER wrote him again and informed him that FRED CHRISMAN and HAROLD A. DAHL of Tacoma, Washington, had sent him fragments of a flying disc and that he would like him (ARNOLD) to go to Tacoma, Washington, and contact CHRISMAN and DAHL to find out if there was any truth in their story about the disc fragments. He stated that he did not answer PALMER's letter, but inquired of several friends for their opinion in the matter, and that they all told him if PALMER desired to pay his expenses to go to Tacoma, Washington, and look into this matter, that they did not see where he had anything to lose. He informed that he gave a talk at the Boise Ad Club on July 25, 1947, about the flying discs he had seen, and also of the request contained in PALMER's letter to go to Tacoma to investigate additional information regarding the finding of disc fragments by CHRISMAN and DAHL.

3 ENCL. ATTACHED

3 ENCL. EX-46

ARNOLD advised that following his talk, he was approached by a person who said he knew both CHRISMAN and DAHL and that they were very reliable individuals. He stated that after thinking it over, he called PALMER by telephone and at which time he informed PALMER that he would contact CHRISMAN and DAHL and investigate the matter regarding the disc fragments, if PALMER would send him $200.00 expense money. He also advised that he received $200.00 expense money from PALMER via Western Union the next morning. He informed that he left for Tacoma, Washington, via his personal plane on July 30, 1947. Upon arriving at Pendleton, Oregon, he told his story to ED LEACH, CAA Inspector from Portland, Oregon, who advised him to go ahead with his investigation.

EX-46 RECORDED INDEXED 62-83894-111

He stated that he landed at Barry's Airport in Tacoma and obtained a room at the Winthrop Hotel. He informed that he then called DAHL by telephone to make arrangements to talk to him regarding the disc fragments. He advised that DAHL insisted on coming to the hotel room immediately. Upon arriving at Mr. ARNOLD's hotel room, DAHL stated that he wanted to forget about the discs as too many things had been happening to him, and advised Mr. ARNOLD to return home and forget about the discs. Mr. ARNOLD stated that he informed DAHL that he wanted to obtain all

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of the information available regarding the disc fragments and that he understood that DAHL had told the press about the disc fragments, stating there was nothing to the story and that it was a phoney. DAHL immediately replied that his story was not false or phoney, but that what he had seen and what had happened to him was so unusual and fantastic that he wanted to forget about the disc fragments. DAHL then agreed to tell Mr. ARNOLD the following story, providing his name and the Harbor Patrols would be left out:

DAHL stated that his dog had been killed and his boy hurt and that the wheel mount on his harbor patrol boat had been struck by disc fragments, and that about twenty ton of this material had fallen on the beach at Mauri Island, and into the bay, and that a day after this incident, a man about forty years of age had contacted him and told him, "I know what you saw at Mauri Island and I'm telling you in a nice way to forget about it and keep your mouth shut." DAHL stated that he had obtained a large number of the fragments and had taken them home, but that FRED TRICKMAN, his superior officer, had told him to send the fragments to RAYMOND PALMER at Chicago; that PALMER would analyze the specimens free of charge. DAHL continued stating that on the afternoon of June 21, 1947, he was on patrol with his boy, dog, and two seamen near a cove on the east side of Mauri Island. He stated that he looked up through the windshield of the boat and at a height of about 1,000 feet, he saw six round circular grey objects that looked like large inner tubes slightly squashed. These objects appeared to be about 100 feet across and in the center was a hole about twenty-five feet. DAHL said he assumed they were some type of a balloon. The object in the center was lower than the rest of the other objects, and the other objects were circling around it. The object in the center seemed to be descending while the others followed. As the objects descended he saw port holes around the inside of the object and what appeared to be windows. He stated that the object in the center descended to about 500 feet, and that suddenly one of the circling objects came down and touched the object in the center and remained in this position for a few minutes, while the other objects continued to circle above. The object which had descended and touched the object in the center and which was lower, then rose and took its place with the other objects.

All of the objects then started to rise and what appeared to be newspapers came out of the center of the object in the middle of the circling object. Then the sky seemed to rain lava, the lava coming from the object in the center and DAHL headed the boat for shore. He stated that the lava coming from the object in the center appeared to be a white metal, and as it fell into the water, clouds of steam rose from the water. He stated that some of the lava landed on the beach. He also stated that his dog was killed and also a sea gull in addition to his boy being hurt by the falling lava. Mr. ARNOLD continued stating that DAHL had said that he had taken pictures of the object and that if Mr. ARNOLD wanted them, he could have the negatives. DAHL took Mr. ARNOLD to the home of his secretary that evening and showed him some of the disc fragments he had picked up, which were smooth on one side and rough on the other, according to Mr. ARNOLD.

Director, FBI August 27, 1947
Re: Flying Discs - Tacoma, Wn.

Mr. ARNOLD stated he received a telephone call from the press upon returning to his hotel room, and that the press wanted to know about the flying disc fragments, and he told them that he was not talking until he had proved it. He stated he did not know how the press ever knew he was in Tacoma or had seen DAHL.

Mr. ARNOLD informed that at 9:30 A.M. the next morning, July 31, 1947, DAHL and CHRISMAN appeared at his hotel room and DAHL again asked him to go home and forget about the discs, that his story was not false, but that he had had enough trouble. DAHL said that his boy had been missed one morning and had been found at Lust, Montana, waiting on tables in a cafe; that he did not know how he had got there and that too many things were happening. Mr. ARNOLD stated that when DAHL and CHRISMAN came to his hotel room, they had an armful of fragments, and that CHRISMAN had then informed about how he had seen an object resembling those seen by DAHL. CHRISMAN stated he had taken the patrol boat on July 23, 1947, and had gone to Mauri Island and had found the beach littered with lava. CHRISMAN stated he had looked up and had seen a balloon-like object with port holes and windows, which had disappeared into a large cloud. ARNOLD stated that he asked DAHL again to see the pictures of the objects; that DAHL had again agreed to show them to him. Mr. ARNOLD informed that he had then asked DAHL and CHRISMAN if it would be all right for him to call a friend, Captain SMITH, who had also seen some flying discs and let him see the fragments and hear Mr. DAHL's story. DAHL dissented, however, CHRISMAN readily agreed. He also stated that he had placed a call to Lieutenant BROWN and Captain DAVIDSON, Army intelligence officers at Hamilton Field, and had asked them to come to his hotel, as they had previously instructed him to report to them anything of an unusual nature or of interest regarding the flying discs.

He stated he flew to Seattle and got Captain SMITH, and that Lieutenant BROWN and Captain DAVIDSON had come to his room about 4:00 P.M. Mr. ARNOLD advised that he had asked Lieutenant BROWN just what he had found out regarding the discs, and Lieutenant BROWN had confidentially informed him that they had obtained a picture of a disc, which appeared to be authentic, which picture was taken by a man in Phoenix, Arizona. The picture, according to Lieutenant BROWN, was of a circular object with a hole in the center, and of another object that looked like a flying wing. He stated that when Lieutenant BROWN told him this that he immediately thought of the object seen by DAHL. He stated that after hearing DAHL's story, Lieutenant BROWN and Captain DAVIDSON's attitude had changed immediately, and that they appeared disinterested. It was then suggested that they all go to Mauri Island and look for the disc fragments. Lieutenant BROWN and Captain DAVIDSON stated that they had to return to Hamilton Field immediately. Mr. ARNOLD stated that Lieutenant BROWN and Captain DAVIDSON were very careful to gather up all of the fragments which had been brought to the room by DAHL and CHRISMAN.

He stated that the next morning he received a call from CHRISMAN, who told him that Lieutenant BROWN and Captain DAVIDSON had been killed in a B-25 crash. He stated he does not know how CHRISMAN knew who had been in the plane before anyone else. He also stated that during the above conference numerous telephone calls were received from the press, wanting to know about the conference. He stated that someone kept tipping the press off as to what was going on and what was being said daily verbatim. He informed that PAUL LAND and MORELLO, United Press men at Tacoma, appeared to know all that took place during the conference, and even knew of the crash of the B-25 and those aboard, before the Army released this information. Mr. ARNOLD informed that when he received news of the crash, that he and Captain SMITH fully expected to be contacted by Army Intelligence, as they were the last people with Lieutenant BROWN and Captain DAVIDSON, however, they were never contacted.

He further stated that he and Captain SMITH went down to the United Press to see what the survivors of the crash had informed about the crash and that MORELLO had told them that the mysterious informant who had been calling had told him that the B-25 had not crashed, but had been shot down, also that MORELLO's Army informant had said that an observer at Kelso, Washington, had seen the plane throw out a landing flare after the two survivors had jumped from the plane, and that the plane had gone into a steep dive and dove into a hillside, and further that one engine had been on fire, but that the fire apparatus, protecting the engine, had failed to function. Mr. ARNOLD stated that DAHL then came to see him and Captain SMITH and told them to go home and forget about the discs, that such things as the B-25 crash had been happening to him all along.

Mr. ARNOLD stated that he then called Mr. PALMER at Chicago and told him that the deal was off and that if he wanted his $200.00 back, he could have it; that two men had been killed and he was getting frightened of the whole thing. He stated that PALMER informed him that it was all right with him to keep the $200.00, however, he would send him an additional check for the trouble he had put to. Mr. ARNOLD advised that previous to this telephone call, Captain SMITH had called his friend, MORRIS RODDY, of the Chicago Times and had told him that he did not have any faith in Army Intelligence and for RODDY to conduct an investigation on PALMER and get to the bottom of this disc fantasy. Mr. ARNOLD also advised that previous to the two above telephone calls, he had asked the press to investigate PALMER, as Army Intelligence had informed him that they could not find PALMER and knew nothing concerning him, and appeared not to be interested in PALMER, who seemed to know more about the flying discs than anyone else.

Mr. ARNOLD stated that he personally thinks that PALMER's business is a blind for something else and that DAHL and CHRISMAN will do anything that PALMER asks him to and will not talk unless PALMER tells him to. Mr. ARNOLD stated that he still wanted to get to the bottom of the disc fragment story so he and Captain SMITH had decided to go to Mauri Island on Sunday, August 3,

1947, however, when CHRISMAN was approached in this regard, and they had gone to the boat house where CHRISMAN kept his boat, CHRISMAN could not seem to make the boat run, and after making some excuses that he had to return to his office, had stated that he would return in about an hour, and by that time his mechanic should have the boat repaired and they could all proceed to Mauri Island. Mr. ARNOLD informed that CHRISMAN never returned, and that they were unable to locate CHRISMAN at any of the telephone numbers he had given them.

They located DAHL in a movie, according to ARNOLD, and that DAHL, after making some efforts to locate CHRISMAN, had informed them that CHRISMAN had left town for a few days. He further informed that about this time the press contacted them and told them an informant had called and told them that CHRISMAN was on his way to Alaska in an Army plane.

Mr. ARNOLD advised that Captain SMITH had informed him that he had made an appointment with Major SANDERS at McCord Field and intended to tell Major SANDERS the complete story. During the afternoon, Captain SMITH and Major SANDERS came to the hotel room, according to ARNOLD, and some of the fragments that DAHL had brought to Mr. ARNOLD's room, following the conference, were shown to Major SANDERS. Upon viewing the fragments, Major SANDERS, according to Mr. ARNOLD, stated that they were nothing but slag from the copper mill, however, before Major SANDERS left, he gathered up every fragment in the room, according to Mr. ARNOLD, and took them with him. Mr. ARNOLD stated that he then left for Boise, Idaho.

Mr. ARNOLD produced a letter dated August 5, 1947, from PALMER in which PALMER attempts to encourage Mr. ARNOLD to continue his investigation into the flying discs. This letter is also being enclosed to the Bureau. Mr. ARNOLD also gave SA JETTE a copy of the article sent to Mr. PALMER and to the Commanding General, Wright Field, Dayton, Ohio, regarding his sighting of the nine discs near Mount Rainier on June 24, 1947. This article is also being enclosed to the Bureau. Mr. ARNOLD advised that he is vitally interested in this matter and knows that there must be something to the flying discsstory He stated that he will do everything in his power to help the Bureau in this matter. He also advised that he has no connection whatsoever with the Boise Statesman. He stated that the Boise Statesman has never paid him for any information he has given them. He informed that he sincerely believes that the Boise Statesman is attempting, as he is, to get to the bottom of the flying discs story. Mr. ARNOLD stated that he has told the above story to Army Intelligence and Major SANDERS and to no one else, with the exception of SA JETTE.

DAVE JOHNSON, Boise Statesman, Boise, Idaho, advised that the Boise Statesman has never paid Mr. ARNOLD for any news item he has given them, and has never approached him in this manner. He stated that the Boise Statesman is not attempting to push the flying discs story, but merely attempting to

Director, FBI
Re: Flying Discs - Tacoma, Wn.

August 27, 1947

get to the bottom of the flying discs story as they sincerely believe there is someone who knows the story of the discs and that they actually exist, and that the Army, when approached for information, merely state that they know nothing concerning them. JOHNSON also informed that Lieutenant BROWN and Captain DAVIDSON had contacted him on July 20, 1947, at Boise, Idaho, regarding the discs and that is how he met them.

Unless advised th the contrary, no additional investigation is being conducted in this matter, and it is being considered as Referred Upon Completion to the Seattle Office.

JEJ:FPMc
Encs. (REGISTERED)
AIR MAIL
SPECIAL DELIVERY

cc - Seattle

62-83894-111

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES
DEPARTMENT OF JUSTICE

OFFICIAL BUSINESS

P. O. BOX 306
BUTTE, MONTANA

Encs. to Bureau
Re: Flying Discs
Butte file 65-477

62-83894-111

VENTURE PRESS
305 STUDIO BUILDING
1718 SHERMAN AVENUE
EVANSTON, ILLINOIS

CHICAGO
AUG 5
4 30 PM
1947
22
ILL.

62-83894-171

AIR MAIL

Mr. Kenneth Arnold,

Box 387

Boise, Idaho

VENTURE PRESS
305 STUDIO BUILDING
1718 SHERMAN AVENUE
EVANSTON, ILLINOIS

August 5, 1947

Mr. Kenneth Arnold,
Box 387,
Boise, Idaho

Dear Mr. Arnold:

It seems that Mr. Maurice Roddy of the Chicago Times got the story from Mr. Smith, because he called me, told me he was running it. I knew only what you'd told me over the phone. Now, it seems the newspapers are pestering the very devil out of all you fellows. Crisman wired me for instructions, and I told him to say nothing to the newspapers, because he'll look silly if the army explains this as "meteors" or something like that.

I don't blame you for being alarmed, but I trust you've had no trouble in your flying since then. Let's get that straight--there's no horrible plot involved. It's probably true that the two men killed were just accidents. It could be true that it was not an accident, but I don't think there was any connection with the disks, or anything of that nature, nor is the material from Murray Island to blame.

Certainly I don't think you'd suffer from completing your report on your mission, and sending me your affidavit. Also, you'll have some money coming for that, and no sense to tossing that out of the window. It is unfortunate that the thing seemed so big you had to call in army intelligence, but it will take them a long time to proceed to the point I've reached inthis disk mystery. You see, you aren't the first to see them. They've been known for nearly forty years, and I have ample proof of that. But your experience was the first real break toward a solution. I'd hate to have you drop the matter when all remaining to do is to file your report with me.

Crisman is willing to contribute his share. I hope you will too. This thing must not be hushed up and forgotten. It's much too important to the people of America, if not the world. And no censorship of the matter is legal. You needn't fear that angle. You certainly did a bang-up job of investigation, also you wrote one of the best articles about your June 24 experience I've ever seen. Please do the same on this last business. You owe it to those two men who were killed.

I'd also like to know what developed on those pictures you took of those "ducks", or whatever they were.

In short, I'd like to have you continue to keep in contact with me, and relay to me anything further you learn.

In turn, I'll give you the whole story, which I'm just about ready to break (not in the newspapers). And if it was as dangerous as you seem to suspect, I'm afraid I'd have been a corpse long ago!

But, and this is all you need remember, those disks are not red corpuscles in your eyeball, and they are not something we can forget about with an ostrich in the sand attitude. We've got to solve them, public hysteria or no. As for that hysteria, if laughing is hysteria, that's all the hysteria I've noticed!

By all means, I want to thank you for the work you've done. You know your business, and you handled it like a major. But I'm hoping you do the easy part now and get that report on paper.

A check for your June 24 article is going out to you.

Sincerely yours,

R. A. Palmer

R. A. Palmer

In short, I'd like to have you continue to keep in contact with me, and relay to me anything further you learn.

In turn, I'll give you the whole story, which I'm just about ready to spread (not in the newspapers). And if I was as dangerous as you seem to suspect, I'm afraid I'd have been a corpse long ago!

But, one thing is all you need remember, those clubs are not too comparable in your eyes, and they are not something you can forget about with an outlook in the same attitude. We've got to solve them, public hysteria or no. As for that hysteria, if laughing is hysteria, that's all the hysteria I've noticed!

You know your business, and you handled it like a pro. But I'm hoping you do the same part now and get that report on paper.

A check for your June 19 article is going out to you.

Sincerely yours,

Ed Salvo

E. A. Salvo

63-8384-111

VENTURE PRESS

305 STUDIO BUILDING
1718 SHERMAN AVENUE
EVANSTON, ILLINOIS

Residence
R.A. Palmer
Apartment
3093
Business
Wabash
5200

June 26, 1947

Mr. Kenneth Arnold,
Boise, Idaho

Dear Mr. Arnold:

I have just read an account in the Chicago Tribune concerning an aerial train composed of at least 9 units shaped like a pie-plate and silvery in color, traveling at 1200 m.p.h. near Mount Ranier, as witnessed by you while flying in the vicinity.

This is quite important to me, because I have in my possession numerous independent confirmations of what you saw, although none in as great detail as your account. I am interested in publishing an article in our magazine, written from a personal account by yourself, and accompanied by pix of yourself, plane, and rough sketches by yourself, of what you saw.

If you care to do this for me, I am prepared to pay our usual rates of 2¢ perword, plus $5.00 for each photograph you can provide, or for each sketch which can be used by our art staff to illustrate the article.

Included in this material, we'd like a short biographical sketch of yourself as "author background" material. The article would appear under your by-line.

If you are not interested, I would at least appreciate a letter from you, confirming the newspaper story.

Very truly yours,

Raymond A. Palmer

Raymond A. Palmer
Editor, The Venture Press

In your reply, please use airmail.

SOME LIFE DATA ON KENNETH ARNOLD

I was born March 29, 1915 in Sebeka, Minnesota. My father's name was Edward Erb Arnold; my mother's maiden name was Bertha E. Barden. I was a resident of Minnesota until I was six years old when my family moved to Scobey, Montana, where they homesteaded. My grandfather, Roland C. Arnold also homesteaded in Scobey, Montana, and became quite prominent in political circles along with Burton K. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Neils Thorpe, and also played football under Bernie Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placing first with my dog in 1930 in the Lion's Club Dog Derby.

In 1938 I went to work for Red Comet, Inc., of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940

COPY

I established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Vance, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not fly of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with same and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Callair airplane, which is an airplane designed for high altitude take-offs and short rough field usage.

In the type of flying I do, it takes a great deal of practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 823 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

COPY

By Kenneth Arnold

The following story of what I observed over the Cascade mountains, as impossible as it may seem, is positively true. I never asked nor wanted any notoriety for just accidently being in the right spot at the right time to observe what I did. I reported something that I know any pilot would have reported. I don't think that in any way my observation was due to any sensitivity of eye sight or judgment than what is considered normal for any pilot.

On June 24th, Tuesday, 1947, I had finished my work for the Central Air Service at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Washington. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southwest side of Mt. Rainier in the state of Washington. (This transport has been discovered at the time of this writing—July 29, 1947.)

I flew directly toward Mt. Rainier after reaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainier rises. I had made one sweep of this high plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where A shford, Washington, is located.

Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima,

COPY

Washington, which was almost directly east of my position and simply sat in my plane observing the sky and the terrain.

There was a DC-4 to the left and to the rear of me approximately fifteen miles distant, and I should judge, at 14,000 feet elevation.

The sky and air were as clear as crystal. I had not flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 feet elevation and going, seemingly, in a definite direction of about 170 degrees north to south.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to make out their shape or their formation. Very shortly they approached Mt. Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but assumed they were some type of jet plane. I was determined to clock their speed, as I had two definite points—Mt. Rainier and Mt. Adams— I could clock them by and the air was so clear that it was very easy to see objects and determine their approximate shape and size at almost fifty miles.

I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I had never before observed airplanes flying so close to the mountain tops, flying directly

COPY

south to southeast down the hog's back of a mountain range. I would estimate their elevation could have varied a thousand feet one way or another up or down, but they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather swerved in and out of the high mountain peaks. Their speed at the time did not impress me particularly, because I know that our army and air forces had planes that went very fast.

What kept bothering me as I watched them flip and flash in the sun right along their path was the fact that I couldn't make out any tail on them, and I am sure that any pilot would justify more than a second look at such a plane.

I observed them quite plainly, and I estimate my distance fromthem, which was almost at right angles, to be between twenty to twenty-five miles. I knew they must be very large to observe their shape at that distance, even on as clear a day as it was that Tuesday. In fact, I compared a zeus fastener or cowling tool I had in my pocket with them - holding it up on them and holding it up on the DC-4 that I could observe at quite a distance to my left - and they seemed smaller than the DC-4; but I should judge their span would have been as wide as the furtherest engines on each side of the fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am accustomed and familiar with most all objects flying whether I am close to the ground or at higher altitudes. I observed the chain of these objects passing another high snow-covered ridge in between Mt. Rainier and Mr. Adams, and as the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge, I measured it and found it to be approximately five miles so I could safely assume that the chain of these saucer-like objects were at least five miles long.

COPY

I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the northern-most high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I landed there would be some explanation of what I saw.

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view.

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept going through my mind. I became more disturbed, so after taking a last look at Tieton Reservoir I headed for Yakima.

I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

COPY

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were holding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they did not conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western Air Lines employees of Cedar City, Utah, the pilot from Oklahoma City, the locomotive engineer in Illinois, Mr. John Corlett a United Press correspondent of Boise, Idaho, Dave Johnson, news editor at the Boise Daily Statesman, Captain Smith-Co-pilot Stevens-and Marty Morrow of United Air Lines, and Captain Charles F. Gebian and Jack Harvey of United Air Lines both of whom only last night, July 28, 1947, made their observation on United Air Line flight 105 westbound out of Boise.

It is my opinion that descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision while air observers I would judge to be very accurate.

I have in my possession letters from all over the United States and Europe from people who profess that these objects have been observed over other portions of the world, principally Sweden, Bermuda, and

COPY

California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one— but, to continue further with my story. When I landed at Yakima, Washington, airport I described what I had seen to my very good friend, Al Baxter who is the General Manager of Central Aircraft Company. He listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact, several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't dreaming or going crazy.

I quote Sonny Robinson, a former Army Air Force pilot who is now operating dusting operations at Pendleton, Oregon "That you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of bing tested by our government or even it could possibly be by some foreign government".

Anyhow, the news that I had observed there spread very rapidly and before the night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

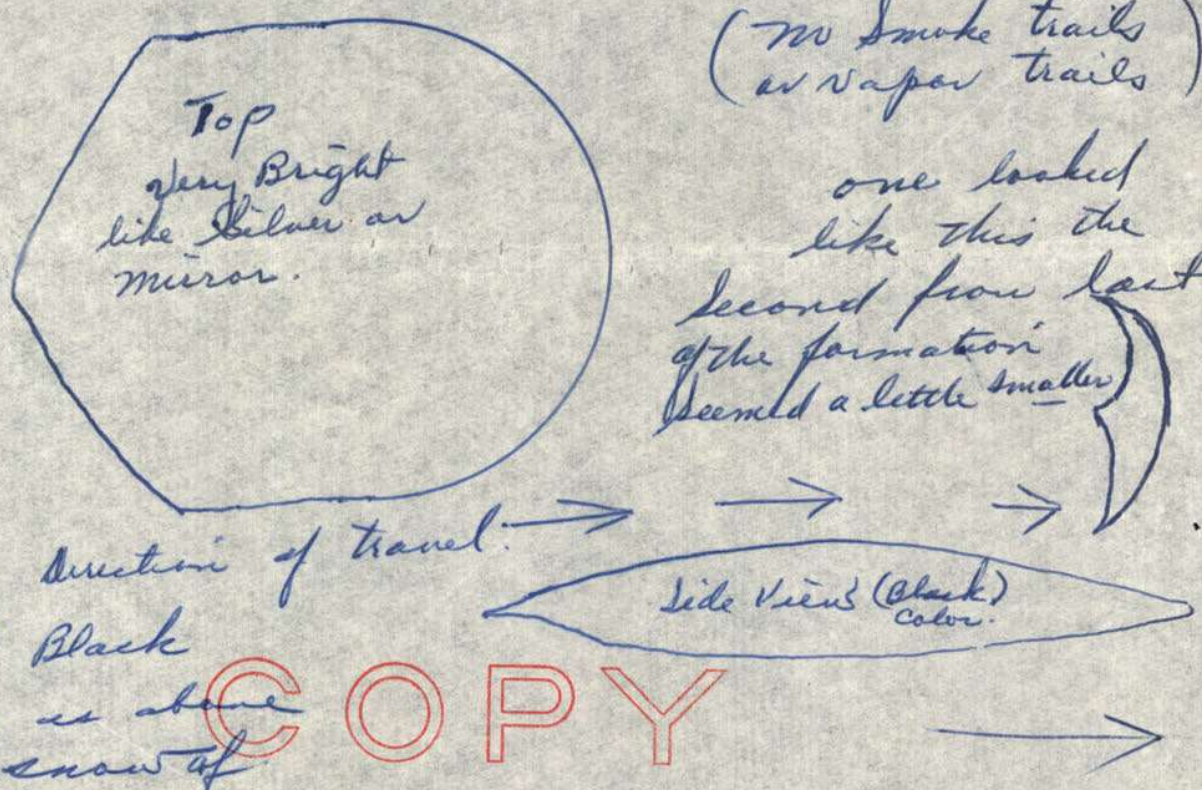
I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Doe on the street corner or Pete Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army

COPY

and the FBI as to the authenticity of my story or a mental and physical examination as to my capabilities, I received no interest from these two important protective forces of our country until two weeks after my observation. I will go so far as to assume that if our Military Intelligence was not aware of what I observed and reported to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, they would be the very first people I could expect as visitors.

I have received lots of requests from people who told me to make a lot of wild guesses. I have based what I have written here in this article on positive facts and as far as guessing what it was I observed, it is just as much a mystery to me as it is to the rest of the world.

My pilot's license is 333487. I fly a Callair airplane, which is a three place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificat of my plane is 33355.



COPY

This is a copy of the same article I sent to Com General. Wright Field. Dayton Ohio.

July 29, 1947

AIR MAIL

Mr. Raymond A. Palmer
Editor, The Venture Press
305 Studio Building
1718 Sherman Avenue
Evanston, Illinois

Dear Mr. Palmer:

I am enclosing the material you requested together with photographs, and also a sketch of my life history.

Yours very truly,

Kenneth Arnold

Kenneth Arnold

This copy is the same as I sent to Palmer

Ken Arnold

COPY

Form 3811
Rev. 1-4-40

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card.

1 Raymond A Palmer
(Signature or name of addressee)

2 Roger P. Graham
(Signature of addressee's agent—Agent should enter addressee's name on line ONE above)

Date of delivery 7-31, 1947

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POSTMARK OF DELIVERING OFFICE

Return to K. Arnold

(NAME OF SENDER)

Street and Number, or Post Office Box, Box 387

REGISTERED ARTICLE

No. 1240

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No.

BOISE,

IDAHO.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
AUG 14 1947
TELETYPE

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

FBI SEATTLE 8-14-47 5-18 PM FB

DIRECTOR FBI ROUTINE

BRUCE ARMSTRONG. M. A. NICHOLS. FLYING DISCS INTERNAL SECURITY-X.

NEWSPAPER SEATTLE POST INTELLIGENCER CARRIED ARTICLE ON AUGUST TWELVE OF REPORT OF FLYING DISCS SEEN BY ONE BRUCE ARMSTRONG OF BOEING AIRCRAFT COMPANY, AND M. A. NICHOLS, ONE ONE TWO FIVE, SOUTH WEST ONE HUNDRED AND SECOND STREET, SEATTLE. INVESTIGATION OF SIGHTING BY ARMSTRONG REVEALS OBJECT TO HAVE BEEN PIECE OF BURNT PAPER WHICH HAD BEEN SEEN BY CONTROL TOWER AT BOEING FIELD. INVESTIGATION OF SIGHTING BY M. A. NICHOLS INDICATES OBJECT WAS A WEATHER BALLON. LETTER TO FOLLOW.

162-83894-112

WILCOX

A AND H PLS

9-19 PM OK FBI WASH DC GAR

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31 SEP 23 1947
50 SEP 30 1947
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F.B.I. DEPT. OF JUSTICE

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AUG 15 9 31 AM '47

INTERNAL SECURITY

F. B. I.

DEPT. OF JUSTICE

RECEIVED

SEP 27 3 55 PM '47

INTERNAL SECURITY

F. B. I.

DEPT. OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
AUG 15 1947
TELETYPE

Mr. Tolson
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Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

PORTLAND FBI 8-15-47 -1-48 PM EST

DIRECTOR FBI

FLYING DISCS - SECURITY MATTER DASH X. A MR JOHN BARTLETT, AGATE BEACH, NEAR OCEAN LAKE, OREGON HAS REPORTED THAT THE EVENING OF AUGUST SEVEN, AT ELEVEN THIRTY PM HE SIGHTED WHAT HE BELIEVED TO BE A DISC BRIGHT IN COLOR WHICH HE WAS ABLE TO OBSERVE FOR ONLY A SHORT TIME BECAUSE OF ITS SPEED. BARTLETT TO BE INTERVIEWED.

BOBBITT

END

HOLD PLS

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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
AUG 7 1947

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

TELETYPE

WASHINGTON 17 FROM PHILADELPHIA 8-7-47 9-30 PM DST

DIRECTOR FBI URGENT Flying Discs

FLYING OBJECT REPORTED OVER PHILA. AUGUST SIX, NINETEEN FORTY-SEVEN. SABOTAGE. THE PHILADELPHIA INQUIRER ON AUGUST SEVEN, NINETEEN FORTY SEVEN CARRIED ITEM CONCERNING FLYING OBJECTS OBSERVED OVER PHILA. ON EVENING OF AUGUST SIX, FORTY SEVEN. PEOPLE REPORTED AS OBSERVING SUCH INTERVIEWED BY PHILA. OFFICE, AND SUBSTANTIALLY FURNISHED FOLLOWING INFORMATION. AT TEN FORTY FIVE, AUGUST SIX, NINETEEN FORTY SEVEN, A BLUISH WHITE FLAMING OBJECT WAS OBSERVED AT A HEIGHT OF ONE ~~THOUSNXXX~~ THOUSAND FEET OR MORE OVER PHILADELPHIA PROCEEDING FROM A NORTHEASTERLY TO A SOUTHWESTERLY DIRECTION. THIS OBJECT LEFT A ~~TAXXX~~ TRAIL OF SMOKE WHICH LASTED FOR ABOUT TWO SECONDS AND W HISSING OR BUZZING SOUND WAS AUDIBLE AFTER THE SIGHT OF SUCH OBJECT. PEOPLE OBSERVING THE SAME SEEMED RESPONSIBLE AND RELIABLE, AND INCLUDE A ~~FORME XXX~~ FORMER ARMY AIR CORPS PILOT. HE DOES NOT BELIEVE ABOVE MENTIONED OBJECT ~~WDZVLWDONE~~ WAS A JET PROPELLED PLANE SINCE THE ACCOMPANYING SOUND WAS NOT AS LOUD AS THAT MADE BY JET PROPELLED PLANES. HE ESTIMATED ABOVE OBJECT TRAVELED AT A RATE OF

END PAGE ONE

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EX-41

cc: Mr. Ladd
Mr. Baumgardner

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DEPT OF JUSTICE

ABOUT FOUR HUNDRED TO FIVE HUNDRED MILES PER HOUR. INQUIRIES BEING MADE BY ARMY AND NAVY INTELLIGENCE FORCES, PHILA. ON THE REQUEST OF THE PHILA. OFFICE TO DETERMINE IF EITHER ARMY OR NAVY ARE DOING ANY EXPERIMENTAL WORK ON NEW TYPES OF PLANES IN VICINITY OF PHILA. THEY WILL ADVISE PHILA. OFFICE IN NEXT SEVERAL DAYS. LETTER OF DETAILS WILL FOLLOW.

BOARDMAN

HOLD PLS

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F.B.I. DEPT. OF JUSTICE

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U.S. DEPT. OF JUSTICE
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INTERNAL SECURITY
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STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

65-480

TO : Director FBI

DATE: August 20, 1947

FROM : SAC Butte

SUBJECT: FLYING DISCS

Refer teletype to the Bureau dated August 15, 1947.

Enclosed please find the newspaper account carried by the Twin Falls, Idaho "Times News" on August 15, together with a sheet of paper on which A. C. URIE attempted to sketch his impressions of the instrument which he claims to have seen.

Concerning URIE's sketches, it may be noted that he believed the rolled outer edge which he attempted to create in his drawing to have been about a foot through. URIE likewise believed that the tubing or exhaust flame which he and his sons claim to have seen was about a foot through and extended at least to the back end of the device. The flame did not appear to taper off nor to widen out toward the back.

BILLY and KEITH URIE stated that they could see a knot on the side of the device from which the flames were shooting, and that they could see daylight between the exhaust flame and the side of the device. The flames did not leave any smoke or odor.

The URIE boys thought that the "side view" sketch should show that the device was more sharply angled from bottom to top, while URIE himself thought that it was more streamlined and curved. URIE said that the instrument came to a pointed or rounded top.

DEFERRED RECORDING

ENCL. ATTACHED

In his notations, URIE mistakenly said that he had seen it on Thursday. During interview, he stated that it actually had been on Wednesday, August 13, 1947, when he and his sons saw the contrivance about 1:00 P. M.

URIE explained that he had sent his boys to the river to get some rope from his boat. When he thought they were overdue, he went outside his tool shed to look for them. He noticed them about 300 feet away looking in the sky and he glanced up to see what he called the flying disc. He said he could only see it for a moment before it disappeared behind a hill which obscured his view.

HANDLE BY STOP DISC

URIE further stated that the contrivance was about seventy-five feet in the air. URIE resides in the depths of the Snake River Canyon, which is about four hundred feet deep and twelve hundred feet across at that place. According to his account, the contrivance was about three hundred feet below the rim of the canyon and he saw it against the steep walls of the canyon on the far side. He described its color as sky blue and stated that he doubted if it could be seen against the sky. He likewise said that it was purely by chance that he saw it. It did not spin like a top.

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8-26

BT 65-480

As the machine went by the URIE place, the trees over which it almost directly passed (Morman Poplars) did not just bend with the wind as if a plane had gone by, but, in URIE's words, "spun around on top as if they were in a vacuum."

KEITH URIE, eight years of age, said he first saw the machine coming down the canyon, heading from east to west and following the contours of the ground. BILLY, age ten, saw it almost immediately. Both watched it fly out of sight behind a tree in a matter of moments. They said they then ran to their Father and learned that he too had seen the machine.

URIE seemed completely sincere about the incident. He said his wife and daughter were in the house at the time and had not seen the machine. He questioned his brother, who also lives in the canyon, but his brother had been eating at the time and had seen nothing. URIE and his two boys maintained that they had never before seen one of the discs. URIE, when interviewed, appeared to be a sober, middle-aged man.

JOHN BROSNAN, the "Times News" reporter who originally furnished Special Agents with information about the incident, likewise stated that URIE appeared completely sincere about the machine.

No further attempt was made to locate L. W. HAWKINS, inasmuch as J. H. BROWN, who was with HAWKINS at the time, was interviewed. BROWN's name was withheld from the newspaper because HAWKINS and BROWN were fishing at Salmon dam while BROWN was supposed to have been working in Twin Falls.

BROWN said simply that he and HAWKINS could hear a roar. They looked up and could see two instruments flying at a great height, which BROWN mentioned might have been between four thousand and six thousand feet. However, he said he had no idea how large the devices were and consequently, they may have been several miles away. He said that he and HAWKINS were satisfied they had seen something and they were very doubtful that they had seen two planes.

RJG:FO'S

Enc. (2)

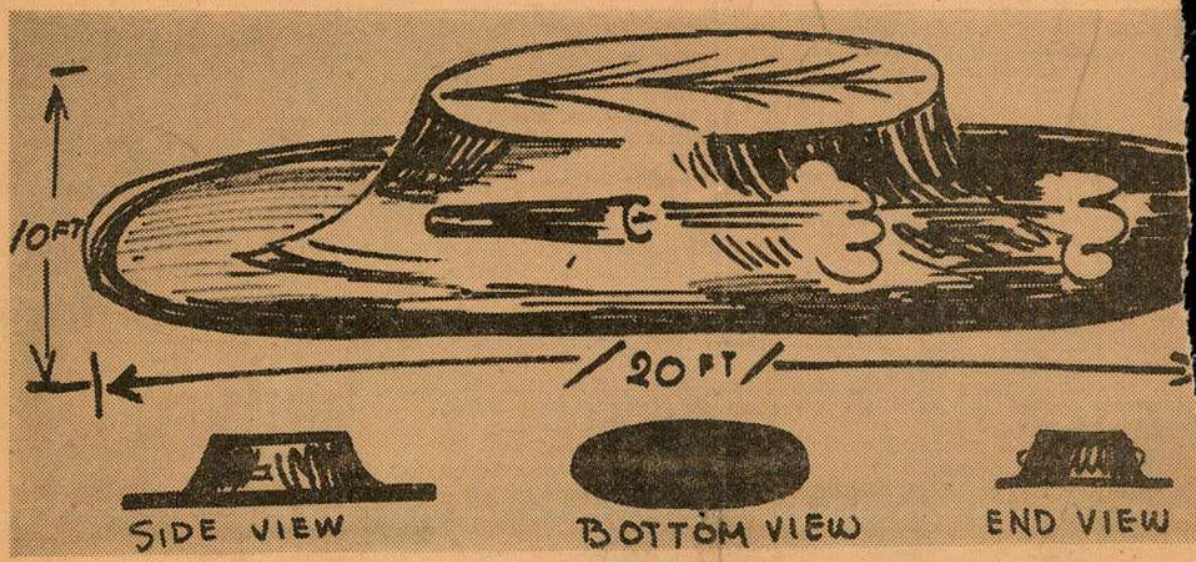
ENCLOSURE

ENCLOSURE

62-83894-115

imes
TWIN FALLS
Re al Newspaper Serving
TWIN FALLS, IDAHO, FRIDAY, AUGUST 15, 1947

Heads Up, Folks! The Discs Are Flying Ag



This is an artist's conception of the flying disc that A. C. Urie saw sweeping through Snake river canyon six miles west of Blue Lakes ranch. It seemed to be powered by jets emitting a fiery glow on both sides, and could well be the inspiration for something new in women's hats, such as a "flying saucer" creation. (Drawing by Vic Goertzen-staff engraving)

* * * * * * * * * * * * * * * *

Flying Saucer Reported Flashing Down Canyon At 1,000 Miles Per Hour; Two Others Are Seen

By JOHN BROSNAN

Just as Magic Valley and the nation were starting to let go of lampposts after reeling under a welter of flying saucer reports, two more Twin Falls county men revived speculation on the mystery with vivid descriptions of discs they saw.

From A. C. Urie, who operates the Auger Falls Trout farm six miles west of Blue Lakes ranch in Snake river canyon, came perhaps the most detailed account of one of the fast-flying objects the nation has yet produced.

The flying saucer Urie saw was skimming along through Snake river canyon at a height of about 75 feet at 1 p. m. Wednesday. At 9:30 a. m. the same day, L. W. Hawkins, Twin Falls county commissioner and former county sheriff from Filer, also saw two circular objects soaring along at a great height near Salmon dam 40 miles southwest of Twin Falls.

Here is Urie's eye-witness description of the flying discs seen by him and his son, Keith, 8, and Billy, 10:

"I obtained a close-up view of the flying saucer as it passed by the trout farm at 1 p. m. Aug. 13 going down Snake river canyon at a height of about 75 feet from the canyon floor. I would estimate the speed at about 1,000 miles per hour."

Urie explained that the incident occurred while the two boys were coming across the river from the north side in a boat. He had become concerned about what was delaying them, and had walked down toward the river to see if they were all right.

"I had a side view at a distance of about 300 feet and almost on a level with the thing," Urie continued. "Two of my boys, Keith and Billy, were below me and they also saw it at about a 45-degree angle. They both got a bottom and a side view, and we were all looking at it from the south side of the

(Continued on Page 8, Column 6)

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ncipal damage is done to the pods, he explained, as the insects burrow into a pod at night, eat into the seeds, drop to the ground the next day, and enter another pod the next night. He recommended use of five per cent DDT dust at the rate of 20 pounds per acre, and said the first application should be on now.

Next speaker was W. D. Hay of the PMA federal-state seed laboratory at Sacramento, Calif. He discussed the movement of bean seed in interstate commerce, how the seed should be labeled, how to name different varieties, and the validity of name assignments.

Carl Blackburn, of the Idaho Crop Improvement association, discussed the general organization of that group and spoke of its measures for seed certification.

The delegates then adjourned to Clear Lakes resort for a fish fry.

The Hospital

Emergency beds only were avail-

Twin Falls News in Brief

To Visit Here

Aurelia Stark, Portland, Ore., is arriving here soon to visit Mr. and Mrs. Phil A. Snow.

Births

A daughter was born Thursday to Mr. and Mrs. Rudy Wageman, Filer, at the Twin Falls county general hospital maternity home.

Return From College

Mr. and Mrs. Robert Van Engelen and Fred Van Engelen have returned from Moscow where they attended the summer session of the University of Idaho.

BREV

Miss Povey Visits

Kathleen Povey, former Spanish instructor at Twin Falls high school, is visiting here this week. She now teaches Spanish in a high school at South Pasadena, Calif.

Auto Recovered

Clifford J. Roth, 529 Fifth avenue north, reported the theft of his automobile from near the Legion hall to Twin Falls police at 5:42 p. m. Thursday and 18 minutes later reported he had recovered the vehicle.

Visits Schuberts

Agnes Schubert, Monterey Park, Calif., is visiting her brother and sister-in-law, Mr. and Mrs. Mel Schubert, this month. Miss Schubert, former art instructor at Twin Falls high school, now teaches in California.

Attend Funeral

Out-of-town persons who attended the Donald Spencer funeral include Mrs. George Robbins, Inglewood, Calif.; Mr. and Mrs. Clifton Adams, Mr. and Mrs. Ernie Vidun, Wayne and Dorothy Adams, and Mrs. Norma Lou Veneman, all Pocatello; Mrs. Sarah Adams, Mrs. Will Severe, Mr. and Mrs. Lyman Adams, Mr. and Mrs. Orvil Adams, Mr. and Mrs. Howard Adams, Mr. and Mrs. Ellsworth Adams, all Oakley; Mrs. Judson Tolman, Logan, Utah, and Mrs. Alice Miller, Salt Lake City.

William Munger, 38, Passes Here

William H. Munger, 38, 305 Locust street north, died at 11 a. m. Friday at the Twin Falls county general

Marriage License

Kenneth Miracle and Esta Jay Pearson, both of Twin Falls, received a marriage license Thursday at the courthouse.

Rector Returns

The Rev. E. Leslie Rolls, rector of the Episcopal Church of the Ascension, and Mrs. Rolls returned Thursday from Tacoma, Wash., where they spent their vacation.

Return to Kansas City

E. L. Hoffman and his son, Eugene, with Lucille Gahr, has returned to Kansas City after visiting Mr. and Mrs. H. B. Hogue. Mrs. Hogue is his mother.

On Trip to East

Mrs. John Hawes and her nephew, Pat Boland, have gone to Boston and New York City on a two-week's vacation to visit relatives.

Visiting Sister

Mrs. Robert Swanson, Denver, Colo., is visiting her sister, Mrs. Kenneth Kail. Mrs. Swanson is a former resident of Rupert.

Sec Permit

Application for a permit to build a 12 by 20-foot private garage of frame construction was filed Friday in the office of the city clerk by Lola M. Vazquez, 350 Elm street, who estimated the cost at $400.

Moose to Meet

Members of the fellowship degree of the Moose lodge will meet at 12:30 p. m. Sunday at the Moose hall, officials announced Friday. Refreshments will be served by Women of the Moose.

Harry Piper, 71, Claimed by Death

BUHL, Aug. 15—Harry Sylvester Piper, 71, Buhl plumber since 1926, died at 9:20 p. m. Thursday at the Twin Falls county general hospital from complications following an emergency operation.

Mr. Piper was born June 6, 1875, in Emporia, Kans., and came to Idaho in 1926.

He is survived by his wife, Mrs. Nettie Clussman Piper; three daughters, Mrs. Harry Kinter, Buhl; Mrs. James F. Perchal, Twin Falls,

Four Parleys Set on Cassia School Plans

(From Page One)

Sublett; 14, Almo; 24, Hazel; Bridge; 30, Springdale; 31, View; 32, Moulton.

The above districts would be corporated into one district which would elect five trustees. Trustee districts would be divided thus: District 1, all of Burley school district west of Overland and the Burley-Oakley highway; district 2, all of Burley school district east of Overland and the Burley-Oakley highway; district 3, present districts of Declo, Albion, Springdale and View; district 4, Oakley, Basin, Moulton; and district 5, Heglar, Malta, Elba, Sublett, Almo, Bridge and all present unorganized territory.

Funeral Held for Infant at Wendell

WENDELL, Aug. 15 — Graveside services were held Thursday evening for Marian Kay Ems, Wendell. The infant daughter of Mr. and Mrs. Kenneth Ems died at birth Thursday morning.

She is survived by her parents; a brother, Kenneth Ray, 22 months, and a sister, Janet LaRae, 5. Burial in the Wendell cemetery was under the direction of the Frazier mortuary.

Jenkins May Try Run Tests Friday

WENDOVER, Utah, Aug. 15 (AP)—Ab Jenkins, holder of most of the world's land speed records for distances of 50 miles or more, may begin late tomorrow test runs in preparation for his newest record assault.

Bud Winfield of Los Angeles, designer of the low-slung Mobil special that Jenkins will drive, pronounced the car "ready to go."

The runs will be made on an 11½ mile circular track on the Bonneville salt flats, 120 miles west of Salt Lake City. Jenkins, former Salt Lake City mayor, hoped to make his official runs early next week.

Traffic Fines

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES
DEPARTMENT OF JUSTICE

OFFICIAL BUSINESS

ENCLOSURE TO BUREAU

Butte File 65-480

62-83894-115

'Saucer' Seen Flying Down Snake Gorge

(From Page One)

river facing toward the north. The boys saw it coming about half a mile up the canyon, and we all lost sight of it in less than a mile."

While the impression was still vivid in their minds, the three got together and made rough sketches of what they had seen. These, in turn, were the basis for the artist's conception of the strange affair by Vic Goertzen of Twin Falls for the Times-News.

"It was all one color—sort of a light sky blue with a red, tubular fiery glow at the side of the top or hood," Urie continued.

"The canyon floor is rough at that particular point, and it rode up and down over the hills and hollows at a speed indicating some type of control faster than the reflexes of man. It is my opinion that it is guided by instruments and must be powered by atomic energy, as it made very little noise—just a s-w-i-s-h as it passed by."

Urie described the size as about 20 feet long by 10 feet high and 10 feet wide, giving it an oblong shape. It might be described as looking like an inverted pie-plate or broad-brimmed straw hat that had been compressed from two sides.

Pressed for his candid opinion of just what it was, Urie said that he was convinced that there was something to this flying saucer situation. "I know a number of the people who have also seen them and I know that they're not just imagining something or trying to get their names in the paper," Urie commented.

"I do know that it scared the boys and made me feel pretty uneasy," he added.

Tracing down a rumor that County Commissioner Hawkins had seen an unusual object in the air on the same day as Urie's experience, the Times-News called him at his Filer home.

"Yes, I did," he replied without hesitation. "I'll have to admit I've been skeptical all along until I saw it with my own eyes. I can't say what it was, but I can say there's something in the air."

Hawkins related that while at Salmon dam Wednesday morning, a sound resembling the echo of a motor caused him to look upward, and there he saw two circular objects that reflected light. They were traveling at a great speed and higher than most airplanes, according to Hawkins.

Aside from this, he declined to add details, except to say, "There's something in the air."

His general description, however, corresponded closely to those of hundreds of persons who reported seeing flying saucers after Kenneth Arnold, Boise businessman, had touched off the deluge by telling of coming upon nine disc-like objects while he was flying in his private plane in Washington.

Thereafter, the nation became increasingly flying saucer conscious, creating a state of mind that made it possible for four 'teen age Twin Falls boys to cause a mild sensation when they built a model flying disc and tossed into a local yard July 10. This was subseuently revealed as a hoax, following investigation by the army and FBI.

Thereafter the saucer reports tapered off into a few scattered incidents until the question was revived by this week's occurrences.

Speculation has ranged from mention that the discs could be army or navy guided missile experiments, or that they could be similar experiments by some foreign country, to "something out of this world."

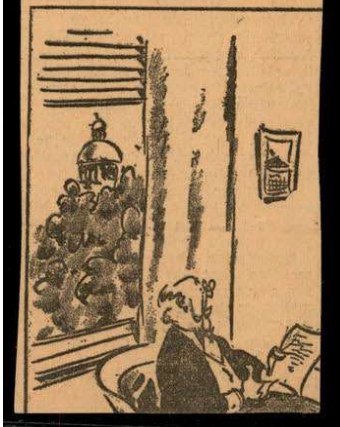
Whatever, they are, a lot of people have seen "something."

OUT OUR WAY

SIDE GLANCES

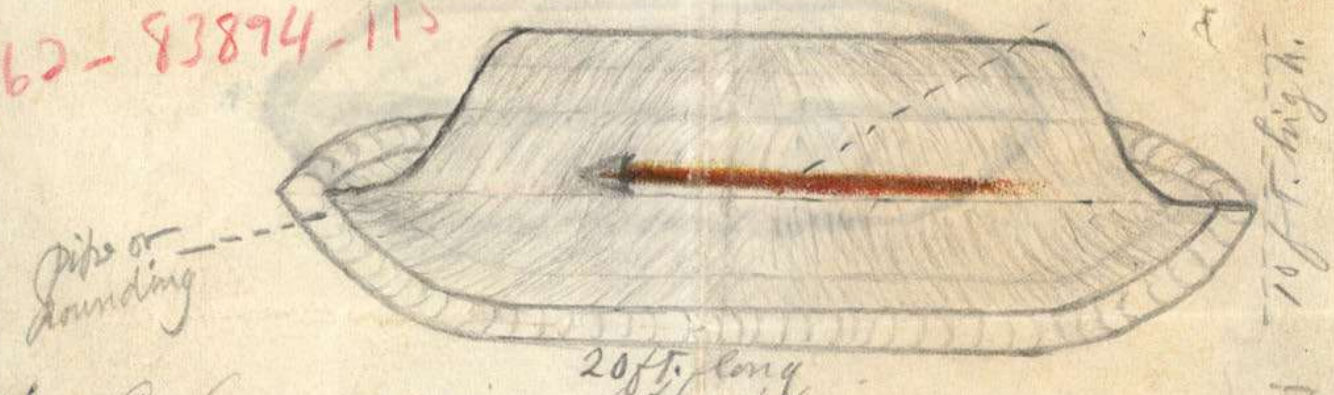
"If you quit driving to work save enough money to buy Ju the yard!"

CARNIVAL



A close up view of the Flying Saucer
Tublar pipe on flance.

62-83894-115



A close up view of the flying saucer as it passed by the Auger Falls Trout Farm 6 mis W of Bd about 1 at 1:00 pm Aug. 13 going down Snake River Canyon at a height of about 75 ft. from canyon floor at a speed of about 1000 per.

I had a side view at a distance of about 300 ft. and almost on a level, and two of my boys Keith 8, Billy 10. was below me and saw it at about a 45 degree angle they got both a bottom and side view we were all looking at it from the south side looking toward the north. The boys saw it coming about a ½ mi up canyon we all lost sight of it in less than a mile.

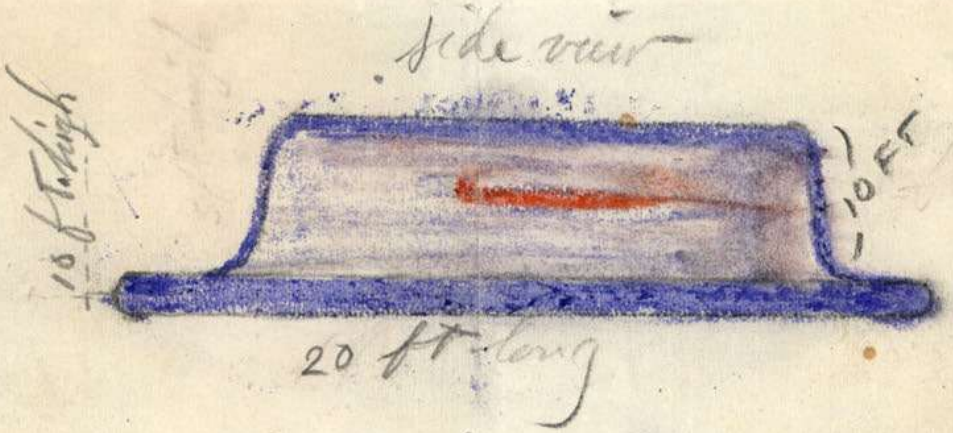
It was all one color sort of a light sky blue with a red tublar fiery glow on the side of hood.

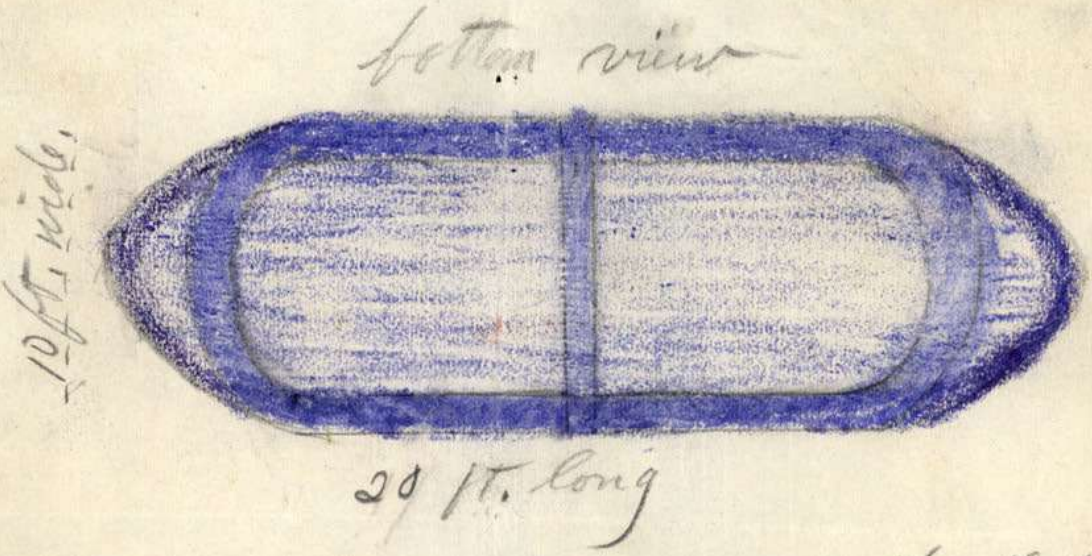
The canyon floor is rough along here and it rode up an down over the hills and hollows

It is my opinion that it is guided by instruments and must be powered by atomic power ?

as it made very little noise just a swish as as it passed by

Boys coming ACROSS River from Side in Boat.





The bottom and side view of the flying disc going down Snake River canyon at 1 P.M. Thursday at a distance of about 75 ft. up from ground. speed about 1000 per. very little noise just a swish as it passed by. A. C. URIE — (owns trout FARM)

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : D. M. LADD

DATE: August 20, 1947

FROM : E. G. Fitch

SUBJECT:

DECLASSIFIED
Authority:
NND 90986

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Tele. Room
Mr. Nease
Miss Holmes
Miss Gandy

There is attached hereto copies of two memoranda dated July 24, 1947, and July 16, 1947, concerning Byron B. Savage, Field Engineer, Radio Corporation of America, Dallas, Texas, 416 N. W. 29th Street, Oklahoma City, Oklahoma, and Kenneth Arnold, Box 387, Boise, Idaho. These memoranda were made available to Special Agent S. W. Reynolds of the Liaison Section by General Schulgen of the Army Air Forces Intelligence. General Schulgen requested that the Bureau conduct a background investigation of these two individuals mentioned in the attached memoranda since they were among the first to sight the alleged flying discs. He indicated that he desired that the investigation be directed toward ascertaining whether or not either of these individuals have any subversive background and to ascertain whether or not they had any ulterior motives for reporting these sightings.

RECOMMENDATION

It is recommended that this memorandum be forwarded to the Internal Security Section.

Attachment

SWR:rhr

Col Gen Schulgen T-2 A.F. advised Bureau someone conducted any investigation. He was advised that a search of Bureau files failed to reveal any derogatory information. Bureau files could be identified with these individuals.

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EX-25
52 SEP 29 1947

EX-25

COPY

OCAPN/KDS:cp

#3724-I

24 July 1947

MEMORANDUM TO THE SECURITY OFFICER, OCAMA, TINKER FIELD.

SUBJECT: BYRON B. SAVAGE, Field Engineer, Radio Corporation of America, Dallas, Texas. Residence: 416 N. W. 29th Street, Oklahoma City, Oklahoma.)

RE: Flyind Disc.

On 23 July 1947, BYRON B. SAVAGE was interviewed at his residence, 416 N. W. 29th Street, Oklahoma City, Oklahoma, relating to his alleged viewing of a flying disc over the vicinity of Oklahoma City, Oklahoma.

Subject, whose age is 38, advised he is married and has one child, and is presently the holder of a Private Pilot's License, No. 39101 (Single Engine, Land). Subject averred he has extensively studied electronics, sound engineering and aeronautics, and his present occupation, which is Field Engineer for Radio Corporation of America, offices of which are located in Dallas, Texas, is that of installing theater sound equipment. SAVAGE stated that between the days 17 May to 21 May 1947, just after dusk, he observed an object which he believed to be a small aircraft in the south. SAVAGE advised that the sun had just gone down and the moon had not arisen on the horizon. SAVAGE related that he and his wife had just departed their residence and had started to enter their car in the driveway at 416 N. W. 29th Street, Oklahoma City. He judged the time to be between 8:30 p.m. and 9:00 p.m., and the lights from the city of Oklahoma City appeared to be shining on this object when he first saw it. He judged the object to be about 160° in the south when he first saw it, and as it moved toward him he remarked to his wife that "a big white plane was coming over."

SAVAGE stated that when this object was at a 45° angle from him, he realized it was not a conventional type aircraft, and it appeared elliptical at first and as it moved closer it appeared perfectly round and was flat. SAVAGE advised the object, which appeared to him as a disc, had no appearance of being spherical and had a ratio of diameter to the thickness of approximately 10 to 1, appearing thicker in the center, but this could not be positively ascertained. SAVAGE judged the object to be at an altitude of between 10,000 and 18,000 feet, and it left no trailing effects. SAVAGE related that it appeared to be in bulk as big as the bulk of six B-29s at an altitude of approximately the same height. SAVAGE advised that the object was in his vision approximately 15 to 20 seconds and travelled at a speed which he judged to be approximately three times that of jet-propelled aircraft.

62-83894-116

ENCLOSURE

Memo to the Security Officer, OCAMA, Tinker Field, dtd 7/24/47, File 3724-I.

SAVAGE stated that there were no protrusions on this object and as it went by he listened for a sound of noise, and at one time thought he distinguished a swishing sound like the rushing of air. This swishing sound occurred a few seconds after this object had passed him. SAVAGE averred this sound was not very loud and did not last very long, and it is very possible that the sound could have been his imagination or expectation, as he was not sure of the sound. SAVAGE related that he called his wife to see this object but it had disappeared before she could focus her eyes on it. Subject stated that the object appeared to diminish in size and speed as it moved away, and it was moving in a direction of 350° to the north. Subject further stated that the object appeared to be frosty white in color at all times.

SAVAGE advised that he has held a pilot's certificate since 1934 and has been flying since 1929. He advised that he would be glad to answer any further inquiries and will cooperate in every way possible. SAVAGE stated he was sure this object was not a meteor and in his opinion it must be radically built and powered, probably atomic.

KALMAN D. SIMON
C.I. U.S. Army

COPY

~~CONFIDENTIAL~~

Incident
4AF 1208 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, Mr. Kenneth Arnold, Box 387, Boise, Idaho, was interviewed in regard to the report by Mr. Arnold that he saw 9 strange objects flying over the Cascade Mountain Range of Washington State on July 25th. Mr. Arnold voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of Mr. Arnold is attached to this report as Exhibit A.

AGENT'S NOTES: Mr. Arnold is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. Mr. Arnold has recently purchased a home on the outskirts of Boise, recently purchased a $5,000 airplane in which to conduct his business to the extent of which is explained in the attached exhibit. It is the personal opinion of the interviewer that Mr. Arnold actually saw what he stated that he saw. It is difficult to believe that a man of Mr. Arnold's character and apparent integrity would state that he saw objects and write up a report to the extent that he did if he did not see them. To go further, if Mr. Arnold can write a report of the character that he did while not having seen the objects that he claimed he saw, it is the opinion of the interviewer that Mr. Arnold is in the wrong business, that he should be writing Buck Rogers fiction. Mr. Arnold is very outspoken and somewhat bitter in his opinions of the leaders of the U. S. Army Air Forces and the Federal Bureau of Investigation for not having made an investigation of this matter sooner. To put all of the statements made by Mr. Arnold in this report would make it a voluminous volune. However, after having checked an aeronautical map of the area over which Mr. Arnold claims that he saw the objects it was determined that all statements made by Mr. Arnold in regard to the distances involved, speed of the objects, course of the objects and size of the objects, could very possibly be facts. The distances mentioned by Mr. Arnold in his report are within a short distance of the actual distances on aeronautical charts of this area, although Mr. Arnold has never consulted aeronautical charts of the type the Army uses. Mr. Arnold stated that this business had suffered greatly since his report on July 25 due to the fact that at every stop on his business routes, large crowds of people were waiting to question him as to just what he had seen. Mr. Arnold stated further that if he, at any time in the future, saw anything in the sky, to quote Mr. Arnold directly, "if I saw a ten story building

FRANK M. BROWN, S/A, CIC 4th AF

~~CONFIDENTIAL~~

ENCLOSURE

62-83894-116

COPY

~~CONFIDENTIAL~~

Incident
4AF 1208 I

flying through the air I would never say a word about it", due to the fact that he has been ridiculed by the press to such an extent that he is practically a moron in the eyes of the majority of the population of the United States.

1 Incl: Exhibit "A"

FRANK M. BROWN, S/A, CIC 4th AF

~~CONFIDENTIAL~~

62-83894-116

ENCLOSURE

COPY

CONFIDENTIAL

SOME LIFE DATA ON KENNETH ARNOLD

I was born March 29, 1915 in Subeka, Minnesota. My father's name was Edward Erb Arnold; my mother's maiden name was Bertha E. Barden. I was a resident of Minnesota until I was six years old when my family moved to Scobey, Montana, where they homesteaded. My grandfather, Roland C. Arnold also homesteaded in Scobey, Montana, and became quite prominent in political circles along with Burton K. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Neils Thorpe, and also played football under Bernie Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college

~~EXHIBIT "A"~~ CONFIDENTIAL 62-83894-116

ENCL

was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placing first with my dog in 1930 in the Lions Club Dog Derby.

In 1938 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Vance, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not fly of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with same and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Callair airplane, which is an airplane designed for high altitude take-offs and short rough field usage.

In the type of flying I do, it takes a great deal of

COPY

~~CONFIDENTIAL~~

practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 832 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

~~CONFIDENTIAL~~

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
AUG 14 1947
TELETYPE

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Mr. Gandy

FBI SEATTLE 8-14-47 5-21 PM FB

DIRECTOR FBI URGENT

L. R. BRUMMETT. SID DECKER. FLYING DISCS. INTERNAL SCURITY-X.

AUGUST FOURTEEN ~~NINETEEN~~ NINETEEN FORTYSEVEN SEATTLE POST INTELLIGENCER PUBLISHED ARTICLE TO EFFECT THAT L. R. BRUMMETT, BOX TWO FIVE FOUR REDMOND, WASH, AND SIDNEY DECKER BOX TWO NINE SIX REDMOND, WASHINGTON HAD SIGHTED TWO DISCS AT APPROXIMATELY NINE AM AUGUST THIRTEEN NINETEEN FORTYSEVEN. UPON INTERVIEW DECKER STATED THAT TWO VERY BRIGHT OJECTS TRAVELING AT AN EXTREME RATE OF SPEED WERE NOTICED BY HIM AS HE WAS STANDING NEAR THE REDMOND POST OFFICE. DECKER DESCRIBED THE OBJECTS AS HAVING NO WINGS, NO TAIL, AND BOTH ENDS WERE TAPERED. DECKER ADDED THAT THE OBJECTS RESEMBLED A BELLY TANK AND THAT THEY WERE NOISELESS. THE OBJECTS WERE VERY BRIGHT AND TRAVELING IN A NORTHEASTERLY DIRECTION OVER REDMOND, WASHINGTON, ONE A BIT BEHIND AND A LITTLE ABOVE THE OTHER MAINTAINING EQUAL RATES OF SPEED FOR APPROXIMATELY EIGHT SECONDS AT WHICH TIME THEY DISAPPEARED FROM VIEW. DECKER ADDED THAT THEY WERE HIGHER THAN A PLANE GENERALLY TRAVELS. BRUMMETT ADVISED THAT HE NOTICED THE OBJECTS AND CALLED DECKERS ATTENTION TO THEM AND ALSO POINTED THEM OUT TO A MRS MAMIE ENGLISH. BRUMMETT STATED THAT HE SAW TWO OBJECTS FLYING AT A FORTYFIVE DEGREE ANGLE NORTHEASTERLY OVER REDMOND AND

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DEPT. OF JUSTICE

TRAVELING AT LEAST THREE TIMES FASTER THAN A PLAN. BRUMMETT ADDED THAT HE WATCHED THE OBJECTS FROM FIVE TO EIGHT SECONDS AT WHICH TIME THEY DISAPPEARED FROM SIGHT. ACCORDING TO BRUMMETT THE OBJECTS WERE DESCRIBED AS BEING NOISELESS, HAVING NO WINGS OR TAIL, LIGHTER THAN ALUMINUM, TAPERED AT BOTH ENDS AND ONE STAYED A LITTLE BEHIND AND A BIT ABOVE THE OTHER AND BOTH MAINTAIND EQUAL RATES OF SPEED. FROM BRUMMETTS OBSERVATION HE WAS UNABLE TO DECIDE WHETHER THE OBJECTS WERE FLAT OR ROUND. MRS MAMIE ENGLISH STATED THAT WHEN BRUMMETT CALLED HER ATENTION TO THE OBJECTS SHE TOOK A PASSING GLANCE AT THE SKY AND COULD OFFER NO DESCRIPTION OTHER THAN THEY LOOKED LIKE TWO SILVER BALLS TRAVELING AT A FAST RATE OF SPEED.

WILCOX

END

SHOLD PLS

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STANDARD FORM NO. 64

Office Memorandum • UNITED S[illegible] GOVERNMENT

TO : Director, FBI

DATE: September 20, 1947

FROM : SAC, Chicago

SUBJECT: FLYING DISCS
RICHARD F. SHAVER - Informant

Reference is made to your letter dated August 11, 1947 in the above captioned matter.

Sheriff FRED BAU, McHenry County, Woodstock, Illinois, advised that he had received no reports of flying discs in the community of Lily Lake, Illinois. He further stated that he had no record or knowledge of RICHARD F. SHAVER of Lily Lake.

Deputy Sheriff FRANK KELLER, Lily Lake, Illinois, advised that he was personally acquainted with RICHARD SHAVER, whom he described as a successful writer of mystery stories. He said he had no information to the effect that SHAVER was mentally unsound and he believed him to be a substantial citizen.

Mrs. R. LANNES, Lily Lake Realty Company, advised she had sold property to SHAVER on two occasions and was well acquainted with SHAVER and his wife. She knew of no derogatory information concerning him.

RICHARD SHARPE SHAVER was interviewed at Lily Lake, Illinois and advised that he was the featured writer of mystery stories for "Amazing" magazine, which magazine is edited by RAYMOND PALMER of the Ziff-Davis Publishing Company, Chicago, Illinois. SHAVER at the outset stated that PALMER had told him the FBI would contact him regarding flying discs.

SHAVER indicated that the telegram received by the War Department, referred to in referenced letter, was probably sent by one of his readers, unknown to him. He said that he wrote mystery stories based on his firm conviction that under the earth are various caverns formerly inhabited by a super race, who have since fled to other planets. This region of caverns he calls Lemuria. He stated he believes there is valuable machinery and other resources in these caverns. He therefore explained flying discs, which he calls "space ships", as the mode of travel of the Lemurians coming from other planets to reclaim the valuable machinery. SHAVER indicated that his theories had aroused a wide following among readers of "Amazing" magazine.

SHAVER exhibited an article from an edition of the "Chicago Times" for Sunday, August 3, 1947. The article stated that on June 24, 1947, on Murray Island, off the Washington Coast, there had occurred a mysterious explosion which was believed to have been caused by a guided missile or rocket. It further stated that the date of the explosion was the same date on which one KENNETH ARNOLD, a private pilot, sighted the first flying disc at Boise, Idaho.

62-83894-118

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The article went on to state that it was believed at the time that there was some correlation between the flying disc and the Murray Island explosion, and that RAYMOND PALMER, Chicago magazine editor, had employed ARNOLD to investigate and "cover" the Murray Island explosion.

The article went on to state that on August 1, 1947, at Tacoma, Washington, there was a conference among officials of the Army and Navy, who discussed the possible relation between the Murray Island explosion and the appearance of flying discs. ARNOLD was supposed to have been in attendance at this conference. At the conference, authorities brought samples of a lava oxide metal, allegedly taken from the scene of the Murray Island explosion.

The article stated that following the conference, two pilots left by plane for Hamilton Field, California, carrying samples of the lava oxide metal. The article further reported that the plane crashed near Hamilton Field, California, and it was conjectured that the plane had exploded by reason of the combustion of the lava oxide metal it carried.

From the above newspaper article, it should be noted that RAYMOND PALMER, SHAVER's employer, was from the start "exploiting" the appearance of the flying discs, possibly to enhance the appeal of SHAVER's stories. It is possible, therefore, that the entire flying disc theory was conceived by PALMER and SHAVER.

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100-18999

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: 9-17-47

FROM : SAC, Anchorage

SUBJECT: Flying Disks

Reference is made to Bureau Bulletin No. 42 dated July 30, 1947.

This is to advise that two army officers reported to the Office of the Director of Intelligence, headquarters Alaskan Department, at Fort Richardson, Alaska, that they had witnessed an object passing through the air at a tremendous rate of speed which could not be judged as to miles per hour.

The first officer stated that his attention was attracted to this airborne object, and he in turn pointed it out to the second officer. The object appeared to be shaped like a sphere and did not give the impression of being saucer-like or comparable to a disk. The first officer stated that it would be impossible to give minute details concerning the object, but that it appeared to be approximately two or three feet in diameter and did not leave any vapor trail in the sky.

DEFERRED RECORDING

Both officers attempted to determine the approximate altitude of the object, and from a weather group stationed nearby it was determined that cloud formations at the time the object was sighted were "scattered above 10,000 feet." The object was noted to be traveling below the cloud formation.

The first officer stated that in his opinion the object appeared to be metallic and was silver in color, much like the color of many airplanes.

The second officer stated substantially the same facts and also pointed out that the object remained within his vision for approximately 15 to 20 seconds. When sighted, the object was traveling due south at a speed considerably in excess of any plane. The second officer stated that the object appeared to him to be approximately 10 feet in diameter and compared it to half the size of a full moon on an ordinary night. The second officer based the altitude at approximately the same as the first officer except for the fact that due to the size he believed the object to be, he estimated the altitude to be only approximately 3,000 or 4,000 feet. The object appeared broadside to the second officer, and no evidence of a spinning motion or reflection was noted. As to the color, the second officer pointed out that it appeared to be a dull metal finish.

Major Carlin I.D. Army 9/25/47 advised

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In conclusion, the second officer pointed out that one of the remarkable features of this object was that it was definitely traveling against the wind.

The exact date of the sighting of this object was not furnished this office, and inasmuch as it occurred previously to the receipt of Bureau instructions in this matter, no further investigation is being conducted by this office unless specifically requested to do so by the Bureau.

100-1403
HLM:GWH

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: September 18, 1947

FROM : SAC, Philadelphia

SUBJECT: FLYING OBJECT REPORTED OVER PHILADELPHIA
AUGUST 6, 1947
SABOTAGE

Remytel August 7 last. Flying Saucers

Miss ELEANOR NADDLE, 2114 Hobart Street, Philadelphia, who is employed by the GEORGE R. GREENWALD MANUFACTURING COMPANY, 1524 Chestnut Street, Philadelphia, advised as follows:

DEFERRED RECORDING

Between 10:30 and 10:45 p.m. on August 6, 1947, she was sitting on the steps of her home with CECELIA FINE. She was facing north and observed a large white object traveling at a very fast rate of speed to the south. There was a buzzing sound, not too loud but plainly audible, just after this object passed through the air. This white object left in its trail a thin streak of smoke, which was grayish in color.

Miss CECELIA FINE, 5617 Arlington Street, Philadelphia, who is employed by the PRESSMAN & GUTMAN COMPANY, INC., Room 1140, P.S.F.S. Building, Philadelphia, stated she was sitting on the steps of Miss NADDLE's home on the evening of August 6, 1947, around 10:45 p.m. engaging in conversation with Miss NADDLE, when Miss NADDLE abruptly stopped in the middle of her conversation and appeared to be frightened. Miss FINE at that time was sitting in a position in which she was facing south. She did not see any object in the sky after noting Miss NADDLE's change of expression, but she did hear a slight buzzing sound.

JOHN SNYDER, 1440 Vankirk Street, Philadelphia, an insurance agent, who was a former pilot of B-24's in the Army Air Corps, advised as follows:

He was sitting on the steps of his home around 10:45 p.m. on August 6, 1947, with his wife; and his neighbors, the KELLY family, were sitting on their steps next door to the residence of SNYDER. All of the above parties were facing east. SNYDER noticed at this time an object, emitting a bluish-white flame, passing quickly through the air. The object was traveling from northeast to southwest. Using his experience in the Army Air Corps as a guide, SNYDER estimated the above object was between 1000 and 3000 feet in the air and traveling at a rate of between 400 to 500 miles an hour. This object did not lose elevation as it passed through the air and left either smoke or a condensation trail in its former path, which lasted for about two seconds. A hissing sound accompanied the passing of this object. This sound was moderate and not nearly as loud as the noise accompanying the passage of a rocket ship.

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INTERNAL SECURITY

F. B. I.

Bowmanville 9/70

Director, FBI September 18, 1947

JOHN J. KELLY, 1442 Vankirk Street, who is a retired police officer of the Philadelphia Police Department, advised as follows:

Around 10:45 p.m. on August 6, 1947, he and his wife were sitting on the steps of their home, when KELLY noticed an object, resembling to him a giant firecracker, pass quickly through the air. KELLY heard no noise, but the object had completely passed from view in a southern direction within a split second. It left a fiery trail for about 100 feet. August 6, 1947, was a clear night, and no storm was brewing. KELLY was sure the object he saw was no falling star, and he noted the above object did not seem to be falling but maintained the same altitude.

The wives of SNYDER and KELLY verified the accounts of their husbands as to the above-mentioned object.

It is to be noted that the SNYDERS and the KELLYS live in Northeast Philadelphia near Oxford Circle, which is about ten miles removed from the residence of Miss NADDLE. Miss NADDLE's residence is located in the western part of Philadelphia. The Misses NADDLE and FINE are not known to the above-mentioned KELLYS and SNYDERS. It is further noted the observation of Miss NADDLE, the KELLYS, and the SNYDERS roughly correspond. All of the above persons seem reliable and not the type to seek publicity or to spread rumors.

Miss NADDLE and JOHN KELLY called the "Inquirer", Philadelphia newspaper, and inquired if it could offer any explanation as to what they had seen. A representative of that paper had advised Miss NADDLE and KELLY that the object they saw may have been some product of an oil refinery or chemical company in their neighborhood.

Both the Offices of Naval Intelligence and Army Intelligence in Philadelphia were requested by the Philadelphia Office to ascertain if either the Army or the Navy was doing any experimental work on new types of planes or equipment, in the vicinity of Philadelphia. Such was done with negative results. The Office of Naval Intelligence indicated that an explosion had occurred at the CHARLES LENNIG CHEMICAL COMPANY on August 6, 1947.

S. A. GIMBEL, Safety Department of the CHARLES LENNIG CHEMICAL COMPANY, INC., 5000 Richmond Street, Philadelphia, advised as follows:

The above company is a manufacturer and distributor of chemicals. A fire had occurred on a dump of the company on August 6, 1947, but was quickly gotten under control. Such fire was confined to the company's premises and could not have been observed from outside the plant. The CHARLES

LENNIG COMPANY is about two and one-half miles southeast from Oxford Circle. The account of the fire does not seem to fit into the general pattern of the above-mentioned flying object, for it is noted that the flying object was allegedly traveling from a position northeast of Oxford Circle to a southwesterly direction in Philadelphia. GIMBEL pointed out that, to the best of his knowledge, there are no oil refineries and chemical companies located around Oxford Circle or north of such, but that all of the companies of this type are several miles south of Oxford Circle.

All logical investigation having been conducted, no further action will be taken on the instant matter unless advised to the contrary by the Bureau.

FFB/ctg
98-1762

September 27, 1947

Major General George C. McDonald
Assistant Chief Air Staff - 2
The Pentagon
Washington, D. C.

RECORDED 62-83894-121

EX-29

Dear General McDonald:

The Federal Bureau of Investigation has been requested by your office to assist in the investigation of reported sightings of flying discs.

My attention has been called to instructions disseminated by the Air Forces relative to this matter. I have been advised that these instructions indicate that the Air Forces would interview responsible observers while the FBI would investigate incidents of discs found on the ground, thereby relieving the Air Forces of running down incidents which in many cases turned out to be "ash can covers, toilet seats and whatnot."

In view of the apparent understanding by the Air Forces of the position of the Federal Bureau of Investigation in this matter, I cannot permit the personnel and time of this organization to be dissipated in this manner.

I am advising the Field Divisions of the Federal Bureau of Investigation to discontinue all investigative activity regarding the reported sightings of flying discs, and am instructing them to refer all complaints received to the appropriate Air Force representative in their area.

Sincerely yours,

J. Edgar Hoover

John Edgar Hoover
Director

SWR:hmm

COMMUNICATIONS SECTION
MAILED 8
SEP 29 1947 P.M.
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

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September 29, 1947

Major General George C. Marshall
Assistant Chief Air Staff - 2
The Pentagon
Washington, D. C.

Dear General Marshall:

The Federal Bureau of Investigation has been requested by your office to assist in the investigation of reported sightings of flying discs.

My attention has been called to instructions disseminated by the Air Forces relative to this matter. I have been advised that these instructions indicate that the Air Forces would investigate observations made by the FBI which involve instances of discs found on the ground, merely relaying the Air Forces of pertinent data to the Bureau which in many cases turned out to be "hoaxes" or errors, toilet masts and weather.

In view of the apparent understanding by the Air Forces of the position of the Federal Bureau of Investigation in this matter, I cannot permit the personnel and time of this organization to be diverted in this manner.

I am advising the Field Offices of the Federal Bureau of Investigation to discontinue all further active investigations of the reported sightings of flying discs, and am instructing them to refer all complaints received to the appropriate Air Force representative in their area.

Sincerely yours,

J. Edgar Hoover

Director

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COMMUNICATIONS SECTION
SEP 29 1947 P.M.
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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

TO : THE DIRECTOR

DATE: September 25, 1947

FROM : D. M. LADD

SUBJECT: FLYING DISCS

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Tele. Room
Mr. Nease
Miss Holmes
Miss Gandy

The Bureau was requested by the Air Forces Intelligence to assist the Air Forces in attempting to arrive at an explanation of the above phenomena. The Air Forces indicated that the alleged sightings of flying discs might have been made by individuals of Communist sympathies for the purpose of causing mass hysteria in the United States over the fear of a secret Russian weapon. The Bureau agreed to assist in the investigation of the reported sightings, and the Field was advised in Bureau Bulletin No. 42, Series 1947, dated July 30, 1947, that they should investigate each instance which was brought to their attention of the sighting of a flying disc in order to ascertain whether or not it was a bona fide sighting, an imaginary one, or a prank. The results of the investigation conducted by the Bureau Field Offices in this matter have failed to reveal any indication of subversive individuals being involved in any of the reported sightings.

The Bureau has received a communication in the captioned matter from the Special Agent in Charge at San Francisco, dated September 19, 1947, which attached a "restricted" letter that was furnished confidentially to the SAC at San Francisco by Lieutenant Colonel Donald L. Springer, A-2, Army Air Forces, Hamilton Field, California, a copy of which is attached hereto. It is noted that the letter, which is dated September 3, 1947, is signed "By Command of Lieutenant General Stratemeyer" by Colonel R. H. Smith, Assistant Chief of Staff Intelligence, Headquarters, Air Defense Command, Mitchel Field, New York, and is addressed to the Commanding Generals of the various Air Forces. This letter is entitled "Cooperation of FBI with AAF on Investigations of 'Flying Disc' Incidents."

This letter states in substance that it was the original intent of the AC/AS-2, Headquarters, Army Air Forces that whereas the ADC Air Forces would interview responsible observers, the FBI would investigate incidents of so-called discs being found on the ground. Further, it indicates that the services of the FBI were enlisted in order to relieve the numbered Air Forces of the task of tracking down all the many instances which turned out to be "ash can covers, toilet seats and whatnot."

RECOMMENDATION:

It is recommended that the Bureau protest vigorously to the Assistant Chief of Air Staff - 2. It is also recommended that the Bureau discontinue all activity in this field and that the Bureau Field Offices be advised to discontinue all investigations and to refer all complaints received to the Air Forces. A proposed Bulletin is attached for your approval.
Attachment.

ENCL

EX-29

RECORDED 62-83894-121

SWR:AJB

I agree 9-26

I agree

Let's wait for Donnell's return SWR 9/27/47

FBI SEP 26 1947

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U.S. DEPT. OF JUSTICE

C O P Y

HEADQUARTERS
AIR DEFENSE COMMAND
Mitchel Field, New York

In reply
refer to:

D 333.5EX

3 September 1947

SUBJECT: Cooperation of FBI with AAF on Investigations of "Flying Disc" Incidents.

TO: Commanding Genrals, First, Second, Fourth, Tenth, Eleventh and Fourteenth Air Forces
ATTENTION: Assistant Chief of Staff, A-2

1. The Federal Bureau of Investigation has agreed to assist Air Force Intelligence personnel in the investigation of "flying disc" incidents in order to quickly and effectively rule out what are pranks and to concentrate on what appears to be a genuine incident.

2. It was the original intent of the AC/AS-2, Headquarters, Army Air Forces that whereas the ADC Air Forces would interview responsible observers whose names would be furnished by AAF, the FBI would investigate incidents of so called "discs" being found on the ground. The services of the FBI were enlisted in order to relieve the numbered Air Forces of the task of tracking down all the many instances which turned out to be ash can covers, toilet seats and whatnot.

3. It is requested that each A-2 informally coordinate and cooperate with the FBI, generally keeping the FBI informed of any proposed calls that intelligence personnel will make on this subject. Very shortly, with the separation of the AAF from the War Department, a firm policy will be established to clarify the liaison arrangements between A-2's and FBI Special Agents. Presently, it is considered inadvisable to promulgate a formal interim policy -- only to have it replaced in a month or so by another.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

/s/ R. H. SMITH
R. H. SMITH
Colonel, GSC
Asst Chief of Staff-Intell.

62-83894-121

ENCLOSURE

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. LADD

DATE: SEPTEMBER 23, 1947

FROM : E. G. FITCH

SUBJECT: INSTRUMENT FOUND ON FARM NEAR DANFORTH, ILLINOIS

Flying Discs

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Tele. Room
Mr. Nease
Miss Holmes
Miss Gandy

Reference is made to a memorandum to Mr. Harbo from Mr. Baughman on the above-captioned matter, dated September 3, 1947. The reference memorandum indicates that the instrument has been examined by the Laboratory and the Laboratory had contacted a Mrs. Whedon of the Army Engineers and she indicated that the instrument had been used by the Air Forces on tests which were classified as "Top Secret."

The memorandum indicates that Special Agent S. W. Reynolds of the Liaison Section contacted the Intelligence Division of the Air Forces and was advised that Mrs. Whedon alluded that the instrument was used in "Operation Mogul." The instrument was loaned to the Intelligence Division of the Air Forces who in turn forwarded it to Wright Field. The report was received from Wright Field indicating the instrument had no connection with "Operation Mogul" or any other operation at Wright Field. It was classified as a hoax in view of the apparent discrepancy between information developed from Mrs. Whedon and information received from Intelligence Division of the Air Forces that the Bureau might wish to pursue this matter further.

Mr. Zimmers of the Technical Laboratory advised Mr. Reynolds of the Liaison Section that Mrs. Whedon had told him that a Major Hopkins handled the Liaison in Washington for the tests in which this instrument was used. Lieutenant Colonel George Garrett of the Intelligence Division of the Air Forces advised Special Agent Reynolds that he contacted Major Hopkins. He advised that Major Hopkins has had a great deal of experience in radio and along technical lines. Major Hopkins advised Colonel Garrett that the instrument could not have been used in the "Operation Mogul." Hopkins indicated that from the pictures and particles recovered, it appeared to him to be a part or portions of an old-type radio loud speaker.

In view of the information received from Major Hopkins, Colonel Garrett stated that he was at a loss as to how to explain the actions of Mrs. Whedon other than to say that she perhaps gave a false impression as to her knowledge of the instrument and the "Operation Mogul." Garrett pointed out that in view of the report received from Wright Field, together with the statement made by Major Hopkins, he felt that there was sufficient evidence that this instrument was not used in any ~~War Department~~ Air Force classified project and that in all probability it was just a hoax.

RECOMMENDATION: It is recommended that this memorandum be forwarded to the Technical Laboratory for their information.

62-83894-122
FBI

RECORDED & INDEXED 32 OCT 31 1947

SWR:hmm

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EX-81

F B I
LABORATORY DIVISION
SEP 25 10 33 AM '47
RECEIVED-HARBO

RECEIVED
LIAISON SECTION
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TECHNICAL LABORATORY
F B I
U. S. DEPT OF JUSTICE

CONFIDENTIAL

Rec'd from Lt Col Garrett AAC 8/28/47

7416

TSNAD-2B/AC/bk

TSNAD-2B

25 August 1947

DECLASSIFIED
Authority:
NND 90986

SUBJECT: Flying Saucer.

TO: Commanding General
Army Air Forces
Washington 25, D. C.
ATTN: AC/AS-2
Lt Col George Garrett

1. The specimens of an alleged "Flying Saucer" brought to this Command by Colonel H. M. McCoy, which were obtained by the FBI and given to Lt.Col Garrett, were examined to determine their connection, if any, with the so-called "Flying Saucers", or any project at Hq AMC, Wright Field. The specimens were carefully examined by both technicians of the Analysis Division (T-2) and Electronics Sub-division (T-3). The latter organization stated that these specimens definitely had no connection whatsoever with the "Mogul" project nor with any other research and development project of this Command.

2. It is also the opinion of this Command that these specimens have no connection with the so-called "Flying Saucer" or "Disc". These specimens, therefore, are considered as part of a hoax that could be perpetrated by most anyone seeking publicity or for any other reasons.

3. The specimens shown in the attached photograph include fragments of an undeterminable shape made from plaster of paris or similar ceramic and containing some electrical resistance wire for measurement or heating purposes. The condition of the ceramic indicates that the resistance wire was heated electrically at one time or another. These fragments could not be connected with any AMC project. The other articles at the top of the photograph reading from left to right are identified as follows:

a. An outmoded type of magnetic speaker diaphragm made of aluminum alloy, manufactured by The Nathaniel Baldwin Company of Salt Lake City, Utah, which was first patented May 1, 1910. This article cannot be connected with any AMC project.

b. The second and third articles are bakelite coil forms

JSDIN ej

ENCL. ATTACHED

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EX-81

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EX-32 OCT 1 1947

wrapped with ordinary thin enameled copper wire. These coils indicate that they were skillfully made at one time but were crudely rewrapped by one not familiar with the art of making a coil. These coils also have no connection with any AMC project.

c. The fourth article is a metallic box which is the remains of an electronic filter condenser made by the Polymet Manufacturing Company of New York, N. Y. This article also has no connection with any AMC project.

d. The fifth article is the remains of a metallic magnetic ring that could not be identified as any part of any device used at this command.

4. This information and attached photograph may be transmitted to the FBI to inform various agencies throughout the United States as to what action to take in the event other similar specimens are found.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (T-2)

1 Incl:
1 Photo 8-1/2x11
"Flying Saucer"

ENCLOSURE

ENCLOSURE

62-83894-123

"FLYING SAUCER", ALLEGED SPECIMENS.

5

233138

CONFIDENTIAL

ENCLOSURE

AF
OFFICIAL
PHOTO
WRIGHT FIELD
OHIO
T-2
CONFIDENTIAL

FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: September 15, 1947

FROM : SAC, Salt Lake City

SUBJECT: FLYING DISCS.

Remytel tenth instant.

On September 10, 1947 an item relative to flying saucers appeared in the Salt Lake Tribune indicating that two young couples, Mr. and Mrs. GAYLON CALDWELL and Mr. and Mrs. RICHARD ANDERSON, Logan, Utah, who had been playing bridge, reported that they saw three brief flights of saucers, the first at 10:40 p.m. and two more before 11:10 p.m. the evening of September 8, 1947. This news article also contained the names of KEITH HUGHES, JOAN CROOKSTON, and Mr. and Mrs. FRED THUNELL of Logan who had likewise made separate reports of having observed these flying discs.

Mr. and Mrs. RICHARD ANDERSON, when interviewed by an Agent of this office, advised that they, in company with Mr. and Mrs. GAYLON CALDWELL, observed approximately a dozen objects flying in group formation at about two or three thousand feet in the air. They stated that they first observed these objects on September 8, 1947 at 10:30 p.m. when their bridge game broke up and both couples went out on the porch. The ANDERSONS believed these objects to be similar in size to pigeons and stated that they seemed to be rather white and illuminated. They informed that the objects could have been birds; however, they appeared to be moving faster than birds as they circled the city in approximately one to two minutes, and then disappeared in a northern direction.

Mr. and Mrs. ANDERSON claimed to have observed no wing movement during the flight, and are unable to make up their minds as to exactly what they saw. Mr. ANDERSON informed that Mr. and Mrs. CALDWELL are presently en route to an unknown city in Nebraska.

Mr. KEITH HUGHES and JOAN CROOKSTON both advised that they were unable to state how their names appeared in the newspaper as having observed flying saucers inasmuch as neither had ever had the opportunity to view these flying objects, and the newspaper report was erroneous.

Mrs. FRED THUNELL advised that she, her husband, and five other people had observed flying objects between 10:30 and 11:00 p.m. on the evening of September 8, 1947. She stated that they saw five groups, each containing thirty-five to sixty small objects, which were rather yellowish white in color and were circling the city at a high rate of speed. Mrs. THUNELL stated that these objects were several thousand feet in the air and it was impossible for them to determine the size due to the distance, speed and cloudy conditions.

RECORDED INDEXED

162-83894-124

Mrs. THUNELL informed that Mr. and Mrs. NORMAN HALL, Mr. and Mrs. H. P. ANDERSON, and Mrs. BESSIE HENDRICKS were present and observed the flying objects; however, none of them were able to determine what these objects might have been.

Info to Maj. Jones, Army 9/19/47

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9-17
Hst

Mr. and Mrs. NORMAN HALL, Logan, Utah, advised that they viewed flying objects traveling clockwise above the city at approximately 10:30 p.m. the evening of September 8, 1947. They informed that they first believed the objects to be lights of an airplane. However, these objects seemed to change in formation and appeared to be similar to a group of moving stars.

Mr. and Mrs. HALL believed these objects were traveling much faster than birds.

It was determined that Mr. and Mrs. H. P. ANDERSON and Mrs. BESSIE HENDRICKS were not available for interview:

Captain B. E. NASON, Military Intelligence Division, Fort Douglas, Salt Lake City, Utah, is being advised by letter of the results of this investigation.

In view of the indefinite information furnished relative to this matter, no further investigation is being conducted by this office.

SMK:LMS

AMSD

427 W 3d Avenue
Spokane, Washington
August 8, 1947

Military Intelligence Division, U.S.A.
McChord Field, Washington

Gentlemen:

Following the reading of an account of the visit of Mr. Kenneth Arnold, Boise, Idaho, as published in the Spokesman Review under date of August 7, 1947, the undersigned considered the enclosed account of an observation of a "flying saucer" would be of interest to you.

This account has not been given to any newspaper or other publication as yet.

Yours truly,

/s/ R. J. Madden

R. J. MADDEN
Division Plant Engr.
The Pac. Tel. & Tel. Co.

copy

62-83894-125

ENCLOSURE

Report on a "Flying Saucer"

At or about 12:05 p.m., July 29, 1947, a sedan, driven by Steve Herrmann and carrying R. J. (Bob) Madden in the front seat and Karl Hermann in the rear seat, was proceeding northwesterly along the road leading from Canyon Ferry to York, both in Montana some 25 miles N.E. of Helena.

When at a point approximately 1/4 mile N.W. of Canyon Ferry, (as shown on Forest Service Map to be in the NE¼ of NE¼ of Sec. 10 T10N R1W) Karl suddenly shouted "See it! See it! There's a flying saucer!" Steve immediately slowed down and gradually brought the sedan to a stop, he and Bob meanwhile scanning the sky in the direction pointed by Karl in an effort to see the "flying saucer", but without success.

Approxmiately ten seconds elapsed between the time Karl reported seeing the "saucer", coming over the horizon at high speed from the southwest, (Karl first thought it a meteor) and travelling northeasterly, and the bringing of the car to a stop.

As the car came to a stop, Steve, Karl and Bob, simultaneously, saw the following:

Directly ahead, (N.W) 2 to 3 miles distant and approximately 3000 ft. above the ground, a bright disc hovering and fluttering in the air. Descending and rising through a vertical distance of fifty or a hundred feet for a period of about five seconds then, while at the top of an ascent, the "disc" suddenly swooped to the Northeast at tremendous speed and disappeared into the clear air within a distance of 200 ft. That is to say it did not pass beyond an obstruction to further visibility but "melted into thin air" as if because of tremendous speed.

This disc was, from the viewpoint of the observers, apparently 3 ft. in diameter, circular and of no great thickness - approximately 3 or 4 inches.

The sky was blue with scattered small clouds, the sun was shining brightly and the disc gleamed and shimmered in the bright sunlight as if covered with highly polished nickel.

After the "disc" disappeared from view, the sedan and its occupants proceeded northwesterly along the road, but could discern no evidence of the presence of the "disc" along or adjacent to that thorefare.

It is to be remembered that the dimensions as stated above were as they appeared to the observers some 2 or 3 miles from the "disc" and the true dimensions must be considerably greater.

/s/ R. J. Madden,
R. J. MADDEN,
Division Plant Engr.
The Pac. Tel. & Tel. Co.

62-83894-125

ENCLOSURE

This image contains all the information on the document.

POST OFFICE DEPARTMENT
BUREAU OF THE CHIEF INSPECTOR
OFFICE OF INSPECTOR
Chicago 7, Illinois
September 19, 1947.

T. H. Barkow
INSPECTOR
rcf

CASE NO. 56114-F

LAKE FOREST, ILLINOIS: Alleged violation of Section 2350, P. L. & R., by des Arc Foundation, sale of information on flying discs.

Federal Bureau of Investigation,
Washington, D. C.

Gentlemen:

The subject involved in case of above description is C. W. Stevens, formerly of Lake Forest, Illinois, who may also have given a Chicago address at various times.

Can you advise whether you have a record of this man and if so, will you please forward a copy of same to me.

Sincerely yours,

T. H. Barkow

Post Office Inspector.

HANDLED BY ENCLOSURE

C

RECORDED & INDEXED

62-83894-126
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EX-83

Dec. 62-51006

Ack 9/24/47
RHG

Fwd
H.R.H.

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: September 13, 1947

FROM : SAC, SEATTLE

SUBJECT: FLYING DISC SIGHTED
July 29, 1947, near CANYON FERRY, MONTANA, BY KARL HERRMANN, STEVE HERRMANN and R. J. (BOB) MADDEN;
SECURITY MATTER - X

Enclosed herewith for information of Bureau and Butte Division are copies of the following received September 2, 1947, from H. R. PETERSON, 4th Air Force, S-2, McChord Field, Washington:

Letter to Military Intelligence Division, USA, McChord Field, Wash. from R. J. MADDEN, 427 W 3rd Ave. Spokane, Wash. dated 8/8/47, with enclosure of Madden's "Report on a 'Flying Saucer'."

No action being taken by Seattle.

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62-83894-125

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OCT. 1 1947

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Enclosures - 2
cc: Butte

2 ENCL

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F. B. I.
DEPT OF JUSTICE

Bulletin
9/17

September 24, 1947

Mr. T. H. Barkow
Inspector
Post Office Department
Chicago 7, Illinois

RECORDED 62-83894-126

EX-83

Alleged violation of Section 2350, P. L. & R., by des Arc Foundation; sale of information on flying discs.

Reference is made to your letter dated September 19, 1947, requesting information regarding one C. W. Stevens, your case #56114-F.

You are advised that an effective search cannot be conducted through the files of the Identification Division of the Federal Bureau of Investigation on the basis of the name only. If you are able to furnish the physical description of Stevens or other means of identification such as a registry number, a search will be conducted in an effort to furnish you with the information desired.

RHG:jb

C.I.R. 2

COMMUNICATIONS SECTION
MAILED 9
SEP 25 1947 P.M.
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

Tolson
E. A. Tamm
Clegg
Glavin
Ladd
Nichols
Rosen
Tracy
Egan
Gurnea
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Mohr
Pennington
Quinn Tamm
Le. Room
Nease
Gandy

53 OCT 1 1947

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STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: Sept. 12, 1947

FROM : SAC, SEATTLE

SUBJECT: FLYING DISKS Reported by BRUCE ARMSTRONG and M. A. NICHOLS, Seattle, Washington, August 12, 1947
SECURITY MATTER X

The newspaper, Seattle Post Intelligencer, carried an article in the morning issue of August 13 reporting the sighting of flying disks. The article appeared on the fifth page and was headed "Blue Triangle LatestThing Seen In Disks". Under this caption there was a short writeup which stated, in substance, that one BRUCE ARMSTRONG, an electronics technician, and a number of other engineers at the Boeing Aircraft had sighted a mysterious flying object about 2:20 p.m. on August 12. The newspaper report further stated that the object seemed to be fluttering like a leaf, and appeared to be a black or dark blue triangular substance. In this article also appeared another report of a disk supposedly sighted by one M. A. NICHOLS, 1125 S. W. 102nd Street, Seattle, and NICHOLS described it as a big ball reflecting light, giving it a purplish tinge.

Interview with BRUCE ARMSTRONG on August 13 revealed that ARMSTRONG was standing in front of Section D of the Boeing Aircraft Plant with about ten other research engineers and had noticed a small black object flying about 200 feet high, going south over Boeing Field runway. ARMSTRONG further stated, upon interview, that the object appeared triangular in shape and floated in the air like a leaf, and he estimated the speed to be about fifteen miles per hour. ARMSTRONG could not accurately determine the distance between him and the object, but it is noted that Section D is about half a mile from the opposite side of Boeing Field where he supposedly had sighted it.

The following other research engineers were also interviewed regarding this object:

Mr. JOHN H. STONER
Mr. GEORGE H. STONER
Mr. BEN HAGER
Mr. LEROY PERKINS
Mr. DAN HAGE

EX-41

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The consensus of opinion of these men was that the object resembled a black leaf in flight and looked more like a piece of tar paper than anything. When the object reached the end of the runway in Boeing Field it climbed into the sky in a southwesterly direction and disappeared.

Mr. KEN GRANT, operator of the control tower for the Northwest Airlines was then contacted. Mr. GRANT stated that he reviews all reports of objects seen in the vicinity of the field and makes a log of such. Mr. GRANT reviewed his log but could not see any record of such an item, but upon contact with Mr. VAUGHN LOCKWOOD, who was on duty at the time the object was supposedly sighted, the following information was obtained: LOCKWOOD stated that about 2 o'clock in the

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afternoon there were several pieces of burnt paper which flew over the field, and he did recall a large piece of burnt paper which the wind had blown across the runway and down the south end of the field. LOCKWOOD estimated that the paper was approximately three feet in length. Mr. GRANT stated that undoubtedly this was the object in question, and inasmuch as the control tower has a complete view of the area in which the engineers had sighted this object if anything further was noted it would have appeared in the log.

Mr. M. A. NICHOLS, 1119 S. W. 102nd Street, was then interviewed regarding his report of a flying object. NICHOLS stated that about 4 p.m. on August 12 he had sighted an object which he estimated to be about 35,000 feet in the air, which was flying over his home in a southwest direction. A neighbor, RAY STANLEY, also saw the object and STANLEY examined the same with a pair of binoculars. According to STANLEY the object looked like a white dock moving, cylindrical in shape, and reflected the light of the sun with a sort of purplish tinge. Other witnesses who had seen the object at this time were a Mr. and Mrs. GEORGE KROGSTADT, of 1113 S. W. 102nd Street, Seattle, and their version of the object corresponded with that of NICHOLS and STANLEY.

Contact with Mr. THOMAS E. GERMAIN, of the Seattle Weather Bureau Office at Boeing Field, revealed that weather balloons are released every six hours from his field commencing at 1:30 a.m. The balloons, according to Mr. GERMAIN, are of a white gum color and reflect the light of the sun at a high altitude. Although Mr. GERMAIN could not understand why a balloon could have been sighted at 4 p.m., he nevertheless was certain that, from the description of the object seen by these people, it must have been either one of his balloons or one released from some other area in the vicinity.

No further investigation is being conducted in this matter by this office.

JJS:JG
62-

Federal Bureau of Investigation
United States Department of Justice
422 - Federal Office Building, Civic Center
San Francisco 2, California

September 19, 1947

IN REPLY, PLEASE REFER TO
FILE NO. _____

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

Director, FBI

Attention: Assistant Director D. M. LADD

RE: REPORTS OF FLYING DISCS

Dear Sir:

I am transmitting herewith copies of a "restricted" letter dated September 3, 1947, which was furnished to me by Lieutenant Colonel DONALD L. SPRINGER, A-2, Army Air Forces, Hamilton Field, California, which letter is designated to certain Commanding Generals in the Army Air Forces from Colonel R. H. SMITH, Assistant Chief of Staff - Intelligence, Headquarters Air Defense Command, Mitchel Field, New York, concerning "Cooperation of FBI with AAF on Investigations of 'Flying Disc' Incidents".

It is my understanding from recent Bureau instructions that we are to assist the Air Force Intelligence personnel in the investigation of flying disc incidents. However, it will be noted from the attached letter that it is Army interpretation that it was their intent that the Bureau would investigate those incidents of the so-called "discs" being found on the ground and apparently not those which are observed only in flight. Further, the attention of the Bureau is respectfully called to paragraph two of this letter and to the last sentence therein which states, "The services of the FBI were enlisted in order to relieve the numbered Air Forces of the task of tracking down all the many instances which turned out to be ash can covers, toilet seats and whatnot."

In the first place, the instructions issued by the Army Air Forces in this letter appear to limit the type of investigations which the Bureau will be asked to handle and secondly it appears to me the wording of the last sentence in the second paragraph mentioned above is cloaked in entirely uncalled for language tending to indicate the Bureau will be asked to conduct investigations only in those cases which are not important and which are almost, in fact, ridiculous.

The thought has occurred to me the Bureau might desire to discuss this matter further with the Army Air Forces both as to the types of investigations which we will conduct and also to object to the scurrilous wordage which, to say the least, is insulting to the Bureau in the last sentence of paragraph two.

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DEPT. OF JUSTICE

Director, FBI 9/19/47
RE: REPORTS OF FLYING DISCS

In the event the Bureau decides to discuss the matter further with the Army Air Forces, it is recommended that no indication whatsoever be given indicating this letter was referred to me by Lieutenant Colonel SPRINGER inasmuch as it would undoubtedly cause him serious embarrassment and would certainly cause the excellent personal relationship which exists between Lieutenant Colonel SPRINGER and this office to be endangered.

Very truly yours,

Harry M. Kimball

Harry M. Kimball
Special Agent in Charge

HMK:mhr
62-2938

C O P Y

HEADQUARTERS
AIR DEFENSE COMMAND
Mitchel Field, New York

In reply
refer to:

D333.5EX

3 September 1947

SUBJECT: Cooperation of FBI with AAF on Investigations of "Flying Disc" Incidents.

TO: Commanding Genrals, First, Second, Fourth, Tenth, Eleventh and Fourteenth Air Forces
ATTENTION: Assistant Chief of Staff, A-2

1. The Federal Bureau of Investigation has agreed to assist Air Force Intelligence personnel in the investigation of "flying disc" incidents in order to quickly and effectively rule out what are pranks and to concentrate on what appears to be a genuine incident.

2. It was the original intent of the AC/AS-2, Headquarters, Army Air Forces that whereas the ADC Air Forces would interview responsible observers whose names would be furnished by AAF, the FBI would investigate incidents of so called "discs" being found on the ground. The services of the FBI were enlisted in order to relieve the numbered Air Forces of the task of tracking down all the many instances which turned out to be ash can covers, toilet seats and whatnot.

3. It is requested that each A-2 informally coordinate and cooperate with the FBI, generally keeping the FBI informed of any proposed calls that intelligence personnel will make on this subject. Very shortly, with the separation of the AAF from the War Department, a firm policy will be established to clarify the liaison arrangements between A-2's and FBI Special Agents. Presently, it is considered inadvisable to promulgate a formal interim policy -- only to have it replaced in a month or so by another.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

/s/ R. H. SMITH
R. H. SMITH
Colonel, GSC
Asst Chief of Staff-Intell.

62-83894-128
ENCLOSURE

Bu Bulletin #57
10-1-47

(D) FLYING DISCS --Effective immediately, the Bureau has discontinued its investigative activities as outlined in Section B of Bureau Bulletin No. 42, Series 1947, dated July 30, 1947.

All future reports connected with flying discs should be referred to the Air Forces and no investigative action should be taken by Bureau Agents.

66-03-854

162-83894-V

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51 OCT 14 1947

STANDARD F.

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: September 27, 1947

FROM : SAC, Butte

72112

SUBJECT: FLYING DISCS SIGHTED MAY 5, 1947,
BETWEEN ELLENSBURG AND SEATTLE, WASHINGTON

Warden JOHN HENRY, Montana State Prison, Deer Lodge, Montana, has advised the writer that while driving between Ellensburg and Seattle, Washington, about 3:30 P.M., on May 5, 1947, he sighted a silver object streaking across the sky. This was also seen by MELBOURNE M. HILL, convict chauffeur, and Mrs. HENRY. This object went into a nose dive and they thought it would crash. However, before reaching the earth it disintegrated, leaving a long pillar of "gas" hanging in the sky. It was particularly odd because this remained in form and did not blow away. It was observed by these three people while they drove from twenty to thirty miles.

This smoky, gaseous pillar was a long ways off and remained high in the air. Warden HENRY said that this silver object was traveling at an excessively high rate of speed and when it disintegrated it was still a long way from the earth. Warden HENRY said when he first saw it he thought it was probably a jet propelled plane but that he couldn't tell except that its motions were erratic. He said he had not reported it until he had noticed so much in the papers about these discs. Although three people saw it, they decided that they must be "seeing things".

The Seattle Office is requested to advise Mr. H. R. PETERSON, 4th Air Force, S-2, McChord Field, Washington.

No further action is being taken by the Butte Office due to the time elapsing between the sighting of this object and the report.

WGB:LB

cc - Seattle

Info furnished to Maj Corkin 10/3/47

I. D. Arney

62-83894-129

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STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. LADD

DATE: October 9, 1947

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Egan
Mr. Hurten
Mr. Harbo
Mr. Mendon
Mr. Pennington
Mr. Quinn Tamm
Tele. Room
Mr. Nease
Miss Beahm
Miss Gandy

SUBJECT: FLYING DISCS

There are attached hereto, photographs of various reports received by the Air Corps in connection with the above-captioned matter. These photographs were made available to Special Agent S. W. Reynolds of the Liaison Section by Lieutenant Colonel K. L. Garrett of the Intelligence Division of the Air Force for completion of Bureau files.

RECOMMENDATION: It is recommended that this memorandum be made available to Supervisor R. G. Fletcher of the Internal Security Section for his information.

SWR:hmm

HANDLED BY STOP DESK

no indexing necessary

RJ

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